HONGKONG, MONDAY, DECEMBER 14, 1885.

日九初月一十年酉乙 Business Notices.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

and airy positions in the Colony and commanding a splendid view of almost

the entire harbour and within five minutes' walk of the principal Government

Offices (including the Post Office), Banks, &c., has recently been much en-

comfortable and handsome manner, suited to the requirements of the Far East.

Messrs. DORABJEE & HING KEE.

RECEIVED by the ENGLISH MAIL

larged and improved and is now one of the principal Horeis in the place.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

A LARGE ASSORTMENT OF

LADIES' and CHILDREN'S SHOES, of every description.

MILLINERY, Trimmed and Untrimmed.

HOUSE and TABLE LINEN.

GATE AND FAIRALL.

Dress Suit.

\$30.00.

Of West of

England Super

suitable to the

climate.

Intimations.

NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SUGAR

JARDINE, MATHESON & Co.,

WILLIAM DOLAN.

SAIL-MAKER & SHIP-CHANDLER,

22. PRAYA CENTRAL.

COTTON DUCKS. HEMP CANVAS,

MANILA ROPE, AMERICAN

OAKUM, LIFE BUOYS,

CORK JACKETS,

&c., &c., &c.

For Sale.

FOR SALE

For Sale TWO EUROPEAN COWS and

REASONABLE PRICES.

FOR SALE.

good pace, used as a Charger.

Hongkong, December 9, 1885.

TULES MUMM &

Dubos Frères & de Gernon & Co.'s

CAPE HORSE, standing about 16hds.

ADJUTANT,

2nd Northamptonshire Regiment.

FOR SALE.

OHAMPAGNE,

BORDHAUX CLARETS AND

FOR SALE.

TENNIS GROUND attached.

good View of the Harbour and out to Sea

Hongkong, April 11, 1885.

HOUSE at the Peak, with Large

DENNYS & MOSSOP.

43, Queen's Road.

Pints \$21 ... n 2 n

Captain AVILA.

of the Ultramarine Regiment,

St. Francisco.

MACAO.

For All Particulars, apply to

12th December, 1885.

General Agents

REFINING COMPANY, LIMITED, can hance-

REVINERY At Best Point

Hongkong, July 27, 1885.

Hongkong, May 1, 1882.

a CALF.

WINTER MANTLES, ULSTERS and Ulsters CLOTH.

LADIES' and GENTLEMEN'S KID GLOVES.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

While advertising our 'Speci-

alties we also wish to draw the

attention of our Customers to

our, now, complete Stock of

TWEED SUITINGS, COAT

INGS, TROUSERINGS, SER-

GES, FLANNELS, &c. A large

and choice selection of the newest

FABRICS of English, Scotch

and Continental Manufacture,

from medium to the very finest

qualities.

Hongkong, October 1, 1885.

Intimations.

NOTICE.

VICTORIA REGATTA

THE COMMITTEE of the VIUTORIA RE-

of the COMPANY of the LADIES of

HONGKONG at the REGATTA to be held

on FRIDAY and SATURDAY, the 18th

ickets of Admission to the Flagship, on

J. H. STEWART LOCKHART,

Hon. Secretary.

board of which TIFFIN will be SUPPLIED.

by applying to C. S. Addis, Esq., Hon.

HONGKONG RACES, 1886.

WEDNESDAY, THURSDAY, AND

FRIDAY.

24th, 25th, and 26th February, 1886.

THE HONGKONG DERBY.

THE HONGKONG DERBY, a SWEET-

BTAKES of \$20 each, half forfeit if

declared on or before the date of Closing

Entries, with \$100 added for 1st Pony and

850 for 2nd For all China Ponics bond

fide Griffins at date of Entry (SATURDAY,

23rd January, 1886). First Pony, 70 per

cent; Second Pony, 20 per cent.; Third

Pony, 10 per cent. Weight 10st. 10lbs.

One-mile-and-a-half. NOMINATIONS CLOSE

on SATURDAY, 19th December, 1885,

addressed to the CLERK of the Course, at

Hongkong, November 19, 1885. 1976

KUHN & Co.

BEG Respectfully to announce that both their STORES, situated at the

HONGKONG HOTEL, are now Open, and

Thousands of ancient and much Useful

and Ornamental JAPANESE ARTICLES

are offered FOR BALE, at most reason-

PACIFIC MAIL STEAMSHIP COM.

PANY.

THE Undersigned hereby gives Notice

that he has been Appointed AGEN!

OCCIDENTAL & ORIENTAL STEAM.

SHIP COMPANY.

that he has been Appointed AGENT

CHAS. D. HARMAN.

Hongkong, December 9, 1885.

of the above Company at this port.

Hongkong, December 2, 1885.

JAPAN |

H. J. H. TRIPP.

Clerk of the Course.

JAPAN 11

the Hongkong Club.

JAPAN

able wholesale prices.

By Order

CREATION CLUB request the pleasure

CHILDREN'S Ready-made DRESSES.

The HOTEL is unsurpassed for comfort, convenience and quick service.

and Smoking Rooms.

Hongkong, September 10, 1885.

Continental languages are spoken.

THE WHITE HOUSE,

Scotch Tweed

Suit,

\$15.00.

Over 100 pat-

Exceptionally

select from.

and 19th Instant

Victoria Recreation Club,

Hongkong, December 7, 1885.

terns of Stylish

Hongkong, December 4, 1885.

PRICE, \$2 PER MONTH.

Vol. XLI. No. 6983.

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. Gondon & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, SAMUEL DEACON & Co., 150 & 154, Leadenhall Street

PARIS AND EUROPE:-AMEDEI PRINCE & Co, 36. Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Mel-

bourne and Sydney. SAN FRANCISCO and American Ports gonorally :- BEAN & BLACK, San Fran-SINGAPORE, STRAITS, &c.:-SAYLE & Co., Square, Singapore. C. Heinszen

& Co., Manila. CHINA: - Masao, F. A. DE CRUZ. Swatoon, Quelou & Co. Amoy, Wilson; NICHOLIS & Co. Fouchow, HEDGE & Co. Shanjhai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama. LANE, CRAWFORD & Co., and KELLY

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FUND,\$4,500,000 RESERVE FOR EQUALIZATION | 8 500,000 OF DIVIDENDS, RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman-Hon. F. D. Sassoon. Deputy Chairman - A. McIver, Esq. C. D. BOTTOMLEY, E. H. M. HUNTING-Esq. Ton, Esq. Hon. W. Keswick. A. P. McEwen, Esq. E. E. SASSOON, Esq. M. GROTE, Esq. H. Hoppius, Esq.

CHIEF MANAGER. THOMAS JACKSON, Esc. MANAGER. Shanghai,..... Ewen Camenon, Esq. LANDON BANKERS. - London and County Bank.

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily For Fixed Deposits :-

For 3 months, 3 per cent, per annum. n 4 per cent. n n 5 per cent. di

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Chief Manager. Hongkong, December 5, 1885. THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000 PAID-UP..... 500,000 REGISTERED OFFICE, 40. THEEADNEEDLE STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies. HE Bank RECEIVES Money on Deposit,

buys and sells Bills of Exchange ssues Letters of Oredit, forwards Bills for-Collection, and transacts Banking and Agenty Business generally on terms to be had on application. CLAIMS ON THE ORIENTAL BAN

CORPORATION PURCHASED ON ADVANTAGEOUS TERMS. H. A. HERBERT,

Hongkong Branch. Hongkong, July 4, 1885.

NOTIOE. DULES OF THE HONGKONG

SAVINGS' BANK. 1.—The business of the above Bank will

, be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10

at 5 per cent. per annum interest.

annum will be allowed to depositors on signed. their daily balances.

written up at least twice a year, about Dated in Hougkong, the beginning of January and beginning of July. 6. -Correspondence as to the business of

the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand,

but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager. Hongkong, May 7, 1885.

NOTICE. OUEEN FIRE INSURANCE COM-

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent, net premium per annum. NORTON & Co., Agenta

Hongkong, May 19, 1881.

Notices of Firms.

MOTIOE.

TR. CHARLES ALEXANDER TOMES is Admitted a PARTNER in our Firm in Hongkong, China, and elsewhere from this date.

RUSSELL & Co. Hongkong, December 1; 1885.

NOTICE.

TURING my temporary Absence from Hongkong, Mr. GEORG HERMANN ADOLPH BUCKOW will AUT as MANAGER of THE MEDICAL HALL. EMIL NIEDHARDT,

Hongkong, November 28, 1885.

NOTICE.

THE BUSINESS of BROWN, JONES L & Co. (Undertakers, 6 Queen's Road East), hitherto carried on by E. L. STAIN. FIELD, was taken over by me on the 1sr November, and will Continue to be conducted by me, under the same Firm name. A PROPERTY and COMMISSION AGENCY has also Opened, to be Conducted under the Name of STRINGER & Co.

H. L. STRINGER. Hougkong, November 6, 1885.

Intimations.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction. D. GILLIES,

Secretary. Hongkong, August 25, 1885.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dentist. (FORMERLY ABTIOLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS,)

T the urgent request of his European and American patients and friends, cupied by Dr. Rogers, CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2. DUDDELL STREET,

(Next to the New Oriental Bank.) Hongkong, January 12, 1885. GRIFFITH'S

VIEWS OF HONGKONG NOW READY,

DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS OF THE

LONDON ERATED WATERS. 1, DUDDELL STREET, Continue to Supply: LEMONADE, WATER. GINGEBADE,

RASPBERRYADE. &c., &c., &c. ARSAPARILLA II At the same Moderate Charges. Hongkong, June 9, 1885.

In the Matter of the Estate of the late WILLIAM CATHERALL SYDER, Muster of the S.S. Greyhound.

NTOTICE is hereby given that all Persons having any CLAIMS against the Estate of the said WILLIAM CATHERALL 2.—Sums less than \$1, or more than \$250 | Syden, who was murdered by pirates at at one time will not be received. No sea, on the 17th October, 1885, and Letters depositor may deposit more than \$2,500 of Administration to whose Estate were granted to his Widow, MARY SYDER, on the 3. Depositors in the Savings' Bank having 13TH DAY OF NOVEMBER, 1885, are hereby \$100 or more at their credit may at required to send in Writing to the Undertheir option transfer the same to the signed, on or before the 15TH DAY OF Hongkong and Shanghai Banking Cor- JANUARY NEXT, full Particulars of their poration on fixed deposit for 12 months | Claims or Demands, and all Persons IN-DEBTED to the said Estate are requested 4.—Interest at the rate of 31 per cent. per to make immediate Payment to the Under-

And, Notice is hereby also given that as 5. - Each Depositor will be supplied gratis soon as possible after the above mentioned with a Pass-Book which must be pre- date, the Administratrix will proceed to sented with each payment or with- distribute the Assets of the said Estate, drawal. Depositors must not make among the Parties entitled thereto, having any entries themselves in their Pass- regard only to the Claims, of which she Books but should send them to be shall then have had Notice in writing.

the 27th November, 1885. THOS. M. DERMER

CHAS. J. GAUPP & Co., Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. ATAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO PLATED WARE.

GOLD & SILVER JEWELLERY. in great variety. DIAMONDS DIAMOND JEWELLERY.

PATTERNS, at very moderate prices. 742 SAILOR'S HOME. A NY Cast-off CLOTHING, BOOKS, or A Papans will be thankfully received at the Sailor's Home, West Point Hongkong, July 25, 18, 8,

Business Notices.

Delicacies.

Christmas CIOUPS :- Mulligatawny, Ox-tail, Giblet, Clam Chowder, Soup and Bouilli, The ROOMS are spacious, well ventilated and have just been refurnished in a most

Hotch Potch, &c., &c., &c. FISH :- Sardines in Oil, Citron, Tomatoes, and Butter, Sardines sans Arêtes, Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind, Macassar Red Fish, Herring and Maquereaux au Vin Blanc, Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c.

PATENT PRESERVED LAX. PATTIES :- Galantine of Game, Bear's Head, Tesmania Rabbits, Wild Duck, Foia Gras, Pate de Foie Gras, asserted Game and English Patties.

TONGUES :- Smoked, Collared, Breakfast, Picnic, Lunch, Spiced, Paysandu, and Pigs. Finest selected SMOKED and PICKLED TONGUES.

SUNDRIES :- Apple Sauce, Brawn, Essences, Pig's Feet, Sage and Onion Stuffing, Tripe, Potted Meats, Candied Peels, Currents, Raisins, Spices, Minced Collops, Curries and Chutnies, French and English Vegetables, Black Leicestershire, Mushrooms, assorted Pickles, Tabasco Sance, &c., &c.

DESSERT FRUITS :- Fruits in Syrup, Noyeau and Brandy; Orystallized, Peches de Montreuil, French Plums, Jordan Almonds, Stuffed Olives, Orange, Lemon and Vanilla Creams, Cutting's Dessert Fruits. NEW SEASON'S MUSCATELS AND SMYRNA FIGS.

ELVAS PLUMS. NUTS :-- Almonds in Shell, Brazil, Barcelona and Filbert.

PLUM PUDDINGS and MINCEMEAT.

HUNTLEY & PALMER'S CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

CHEESE:

AND STILTON. GORGONZOLA,

HUNTLEY & PALMER'S 'CHRISTMAS' AND ASSORTED BISCUITS.

> FRENCH AND ENGLISH CONFECTIONERY!

NEWEST COSAQUES AND BONBONS. Tweeds of LANE, CRAWFORD & Co. 2154 Good value to

Hongkong, December 11, 1885.

W. POWELL & Co.

Also, a large Variety of Fancy Goods,

CHRISTMAS PRESENTS. W. POWELL & Co.

VIOTORIA EXCHANGE, December 12, 1885.

C. FALCONER &

WATCHMAKERS, JEWELLERS, &c., 48, QUEEN'S ROAD CENTRAL.

NOW on VIEW, the following CHOICE and SPECIAL SELECTION

Received ex P. & O. S. GEM BRACELETS. GEM FICHU BROOCHES. GEM LOOKETS. GEM EARRINGS. GEM RINGS.

GEM SCARF RINGS.

LADIES' WATCHES. LADIES' ALBERTS.

S. Mirzapore. GOLD BRACELETS. GOLD FIGHU BROOCHES. GOLD LOCKETS. GOLD EARRINGS. GOLD SCARF RINGS. SIGNET RINGS. GEM BROOCHES OR HAIR PINS. GENTLEMEN'S WATCHES.

GENTLEMEN'S ALBERTS.

NECKLETS. DIAMOND EARRINGS,

> A MOST HANDSOME COLLECTION OF SILVER CUPS, auitable for

RACES OR ATHLETIC SPORTS.

The whole of Last Season's Stock is now offered at Cost PRICE. The Hongkong, December 5, 1885.

TOBACCO AND CIGARETTES.

HAVE JUST RECEIVED FRESH SUPPLIES SWEET CAPORAL TOBACCO. COPE'S GOLDEN CLOUD TOBACCO. Cope's STRAIGHT COT TOBACCO. Wills' BRISTOL BIRD'S EYE. Wills' THREE CASTLE. Wills' FOUR SEASON'S TOBACCO.

Hongkong, December 8, 1885.

Allen & Ginter's OUT CABLE COIL. Allen & Ginter's RICHMOND MIXTURE. RICHMOND GEN OURLY CUT TOBACCO. Kenney Bros' STRAIGHT OUT CIGARETTES. Fragrant VANITY FAIR CIGARETTES. Morris' GOLD LEAF HONEY DEW. New VANITY FAIR CIGARRITES. MILD RICHMOND GEN TOBACCO. LITTLE BEAUTIES -flat and compressed. OLD JUDGE TORACCO. MILD RICHMOND GEM CIGARETTES. MILD OLD JUDGE TOBACCO. EL COMETA DEL ORIENTE CIGARETTES: SWEET CAPORAL TOBACCO. Sole Proprietors of the following favorite TOBACCOS:-

HATTY THOUGHT, DOLLAR BRAND, STAR MIXTURE, BUIL GOLDEN BAGDE. Also just received, a splendid Assortment of Mesescularia and Errar Root critic Undersigned hereby gives Notice PIPES, CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CARES, TORACCO POUCHES, MATCH CASES, and all Kinds of SMOKERS GOODS. KELLY & WALSH, LIMITED, HONOKONG.

CHAS. D. HARMAN Hongkong, December 2, 1885,

of the above Company at this port.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE, &c.

The Steamship Captain Cregg, will be despatched as above on WEDNESDAY, the 16th Instant, at 4 p.m. This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, December 7, 1885.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates

for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Capt. Wilding, will be despatched as above on

THURSDAY, the 17th Instant. Most Handsome Laced FLOUNCINGS of the most beautiful For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, December 8, 1885. FOR SINGAPORE, PENANG AND FURS and every description of GOODS suitable for this season.

CALCUTTA. The Steamship Captain T. S. GARDNER, will be despatched for

the above Ports on SATURDAY, the 19th Instant, at 3 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Agente.

Hongkong, December 11, 1885. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND fine Cloth made ADELAIDE. (Calling at PORT DARWIN & QUEENSto our special LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA colors and and ELJI.)

The Steamship Captain Darks, will be despatched for the above Ports on SATURDAY, the 19th Instant, at

For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, December 9, 1885.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

Antenor,
Captain Bragg, will be
despatched as above on forward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REFINERY; or Retail SATURDAY, the 19th Instant. Orders will be delivered at addresses in town on applicants forwarding their Monthly For Freight or Passage, apply to Subscribbes to the Regatta can obtain Requirements in writing direct to the BUTTERFIELD & SWIRE,

> Hongkong, December 12, 1885. FOR YOKOHAMA AND HIOGO. The Steamship Bellona.

Capt. W. SCHAEFER, will be despatched for the above Ports on SUNDAY, the 20th Inst. For Freight or Passage, apply to STEMSSEN & Co., Agents.

Hongkong, December 9, 1885, ... FOR LONDON VIA SUEZ CANAL The Steamship

Captain DUES, will be despatched as above on or about the 20th Instant. This Steamer has superior First-class Accommodation and carries a Doctor and A HOUSE in Magao, with Accommoda-A . tion suitable for a TEA or GENERAL Stewardess.

> For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, December 5, 1885. UNION LINE.

FOR NEW YORK VIA SUEZ CANAL The Steamship Claimore.

Captain GULLAND, will be despatched for the above Port on SATURDAY, the 26th Instant, at For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, December 9, 1885.

Sailing Vessels. FOR NEW YORK.

The Fast and Favorite American Clipper Ship South American, FRANK FOWLE, Master, will load here for the above Port, and will have Rate of Freight, Shillings Fifteen per ton of 40 cubic feet.

WHITE WINES. For Freight, apply to Baxter's Celebrated Barley Bree' WHISKY,-\$71 per Case of 1 doz. RUSSELL & Co. GIBB, LIVINGSTON & Co. Hongkong, November 6, 1885. Hongkong, July 18, 1884.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship -- Palmira. MINOTE, Master, will load here for the above. Port, and will have quick despatch.

For Freight, apply to BUSSELL & Co

Hongkong, October 26, 1885.



MacEWEN JUKEL & Co.

VICTORIA EXCHANGE, QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED.

STORES.

York HAMS. Stilten CHEESE. Pudding RAISINS (Valoncias). OURRANTS (Patras).

> MINCEMEAT. OHRISTMAS CAKES

ALMONDS and RAISINS. Brizil NUTS. Soft-Shell ALMONDS.

Metz FRUITS. Crystallized FRUITS.

FRUITS in Syrups. Imperial PLUMS. Plum PUDDINGS. COSAQUES.

-:0:--CALIFORNIA PRODUCTS. CONDENSED MILK.

KEROSINE LAMPS. FAIRBANK'S SCALES.

COOKING STOVES. PARLOUR STOVES.

OILMAN'S STORES,

THE USUAL ASSORTMENT

WINES

Lowest Possible Prices FOR CASH.

Macewen, Frickel & Co. Hongkong, December 1, 1885.

Entertainment

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB Have the honour to announce that THE FIRST PERFORMANCE

of the Season will take place on THURSDAY NEXT 17th December, 1885, at 9 p.m.,

> AFARCE J. J. DILLEY AND J. ALLEN,

When will be produced

CHISELLING

TOM TAYLOR'S COMEDY 'Nine Points of the Law.'

Tickets (\$2 each) may be obtained from Messrs, Lane, Crawford & Co.'s, on and after Monday, 14th December, 1885. H. M. THOMSETT. Hon. Secretary.

Hongkong, December 10, 1885. 2152

To-day's Advertisements. PUBLIC AUCTION.

THE Undersigned has received instruc-tions to Sell by Public Auction, on WEDNESDAY. the 16th December, 1885, at 2 p.m., at his Sales Rooms, Queen's Road,—

AN INVOICE OF JAPANESE PLANT comprising:-

CAMELLIAS, AZALIAS, DEPHNES, FERNS, SUNDRY FOLIAGE PLANTS in ROTS. TERMS OF SALE. - As customary.

J. M. ARMSTRONG. Hongkong, December 14, 1885.

PUBLIC AUCTION

JAPANESE PORCELAINS

CURIOS, &c. INHE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 17th December, 1885, at 2 p.m., at his Sales Rooms, Duddell Street,-

A PINE SELECTION OF JAPANESE WARE, comprising:

Toxio, Kinto, Kanga and Satsuma VASES, PLATES, TEA SETS, &C.; CLOISONNE, PLATES, VASES and SUNDRIES, SILK EM-PROTERRY LACOUERWARE. &0, do.

THEMS OF SALE. -As oustomary. G. R. LAMMERT.

Auctioneer. Hongkong, Docomber 14, 1885,

To-day's Advertisements. To-day's Advertisements. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Cor's Steamship Menzaleh. will be despatched for Commandant Benois KOBE and YOKOHAMA TO MORROW, the 15th Instant, at Daylight.

Hongkong, December 14, 1885. 216

OCEAN STEAMSHIP COMPANY.

Captain Riley, will be despatched as above TO MORROW, the 15th Instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, December 14, 1885.

Capt. R. Köhler, will be despatched for the above Port TO-MORROW, the 15th Instant, at | For the New Oriental Bank Corporation,

SIEMSSEN & Co. Hongkong, December 14, 1885: 2172

DOUGLAS STEAMSHIP COMPANY. LIMITED.

The Co.'s Steamship Capt. F. Asuron, will be despatched for the above Ports on WEDNESDAY, the 16th Inst., at

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, December 14, 1885, 2171

FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM. SHIP COMPANY, LIMITED.

Instant, at Daylight. For Freight or Passage, apply to YUEN FAT HONG,

Hongkong, December 14, 1885, - 2173 THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Esmeralda, Capt. G. TAYLEB, will be

Ports on WEDNESDAY, the 16th Inst., a 5 p.m., instead of as proviously advertised For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, December 14, 1885. STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will beforwarded on, unless

it to be landed here: Goods remaining unclaimed after Monsubject to rent, and landing charges at :

cent. per package per diem. All Claims must be sent in to me on or before WEDNESDAY, the 23rd December, or

No Fire Insurance has been effected. G. DE CHAMPEAUX.

Stocks.

INSURANCES.

Yaugtaze Insurance Company, Ld. ...

Hongkong Fire Insurance Co., Ld...

Canton Insurance Office Co., Ld.

Hongkong, December 13, 1885.

Hongkong and Shanghai Bank Corp. 60,000 \$

North-China Insurance Co., Ld..... 5,000 £

Union Insurance Society Co., Ld. ... 2,000 3

China Traders' Insurance Co., Ld. ... 24, 000 3

Chinese Insurance Co., Limited..... 1,500 8

China Fire Insurance Co., Ld. 20,000 8

HK. C. and M. Steamboat Co., L.1. 8,000 8

Douglas Steamship Co., Limited 20,000 \$

China and Manila S. S. Co., Ld..... 3,500 \$

H'kong & Whampon Dock Co., Ld. 10,000 8

HK. and China Gas Co., Linkited. 1 5,000 £

Hongkong Hotel Company, Lt. ... 2,000 3

3,000 sha issued

China Sugar Company, Limited

Hongkong Ice Company, Limited

1,250 3

Hongkong Bakery Company, Ld

Luzon Sugar Company, Limited

7,000 8

Perak Tin Mining & Sting Co.

5,000 \$

Sclangore Tin Mining Co. (S'hai) 2,500\$

Penjom & Suughie Dua Samatan 40,000 \$

H'kong Rope Manufactory Oc., Ld. 3,000 \$

1884.2........

Sugar Debentures 1880.....

1884 B....

1884 c.....

31898

600 E

Indo-China S. N. Company, Limited 18, 387 £

OALOUTTA: The Steamship Macry, Commander, above Ports on THURSDAY, the 24th Instant, at Noon.

FOR SINGAPORE, PENANG AND

ADAMSON, BELL & Co., Hougkong, December 14, 1885.

For Freight or Passage, apply to

REGATTA HOLIDAYS. THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at Noon, on FRIDAY and SATURDAY NEXT, the 18th and 19th

For the Chartered Mercantile Bank of India, London and Chinn. JOHN THURBURN,

Manager, Hongkong. For the Chartered Bank of India, Australia and China T. H. WHITEHEAD,

Acting Manager, Hongkong. For the 'Hongkong and Shanghai Banking Corporation,

T. JACKSON, Chief Manager For the Comptoir d'Escompte de Paris, INCHBALD,

Limited. H. A. HERBERT, Manager, Hongkong.

Hongkong, December 14, 1885. Not Responsible for Debts.

A Jeither the Captain, the Agents, nor IV Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :-ANGLO-INDIAN, British barque, Captain Th. Richter.-Chinese.

B. H. STRENKEN, German brig, Captain Chr. Moyer. -Melchers & Co. DARTMOUTH, British barque, Capt. Benj. Flinton. - Melchers & Co.

HARMONIA, German ship, Captain Kasse-ohm.—Melchers & Co. Grongr. British barque, Capt. William Grant - Captain. ISAAC REED, American ship, Capt. E. C.

Colley, -Order. LUCILE, American barque, Captain C. M. Laurence, -Melchers & Co. Mercon, British brigantine, Capt. Wm.

Dick .- Master. TITAN, American ship, Capt. C. H. Allyn. -Russell & Co. VENTURA, Span. barque, Capt. Urisandi. Remedios & Co.

SHIPPING

ARRIVAIS, December 12, 1885 :--Menzalch, French steamer, 1,273, Benois, Yokohama December 5, and Kobe Mails and General -- MESSAGERIES MARI

Eina, German steamer, 1,472, Brorsen, Garnier. Newcastle (N.S. W.) November 1, Coal.

Danube, British steamer, 568, Geo. Anderson, Pakhoi December 7, Hoihow 10, and Macao 12, General - YUEN FAT HONG. Crusader, British steamer, 617, J. Rowin, Haiphong December 10, General.-A. R

Velasco, Spanish corvette, 1,116, E. Butran, Manila December 10. Dec mber 13:-

Cicero, British steamer, 1,030, Aaron

SCHELLHASS & CO. Natal. French steamer, 2,410, Such Marseilles November 8, Naples, Port Said 13, Suez 15, Aden 20, Colombo 27, Singapore December 5, and Salgon 9, Mails and General. -- MESSAGERIES MARITIMES.

Friederich, German barque, 595, Spiesen, Chefop December 3, Beans, SIEMSSEN & CO.

tow 13, General. - Douglas STRAMBHIP Co. Gerda, German steamer, 340, C. Erichson, Haiphong Dec. 10, Rice.—Siemssen & Co. Amoy, British steamer, from Whampos. December 14:-

Tamsui, British steamer, from Whampoa. Holhow, British steamer, 900, Gyles,

SHARE LIST.—QUOTATIONS.

6100,000 3

155,000 \$

547,500 9

86,764.168

18,000

1,000 3 200 8 28,711.50

250 3 50 3 909 609 668

10 £ 10 £ 8,552.17.10

75 \$ 206,236,55

83.33 3

Wuhu and Chinking, December 10, Rice. Left Foochow on 10th inst., had light S.W. BUTTERFIELD & SWIRE. wind and fine weather; left Amoy on 11th Galveston, British steamer, 1,301, Wm.

Chater, Saigon December 8, ARNHOLD, KARBERO & Co. Ajaz, British steamer, 1,525, J. Riley, Shanghai December 6, Foochow 10, Amo and Swatow, 13, General. BUTTERPIELD

DEPARTURES. December 13:-Allie Rowe, for Honolulu.

Livingstone, for Touron. Camelot, for Amoy. Thales, for Swatow, Amoy and Taiwanfoo. Kong Beng, for Bangkok. Hothow, for Whampon Tamsui, for Swatow, Amby and Shanghai. Hever, for Whampon.

CLEARED. Aluine, for Hongkohe Bay. Ajax, for Singapore and London. Danube, for Swatow and Bangkok. Haiphong, for Coast Ports. Nanaimo, for Victoria, (B C.) Protos, for Saigon. Saltee, for Haiphong. Activ. for Haphong.

Gratitude, for Hiogo.

enice, for Singapore.

· PASSENGERS. Per Menzales, from Yokohama: for Hongkong, Mr Casalta, 3 Marines, and Mr John Bright ; for Marseilles, Messrs L. Weinschenk, T. Nakahama, S. Kitazato, T. Odaké and O. Ishikawa. From Kobe: for Mar-

seilles, Mr Simo. Per Danube, from Pakhoi, &c., Messrs Benderson and Surgeson, and 74 Chinese. Per Crusader, from Haiphong, Messes lenessim, Rigollo, Demitre and Dupuis,

and 6 Chinese. Per Cicero, from Saigon, 12 Chinese. Per Heper, from Shanghai, Mr Talaries. Per Natal, for Hongkong: from Marseil les. Mr Yoshiwara, Mr and Mrs Jautzen Hon, W. H. Marsh, and Mrs Marsh, Messrs. Yukuski, Hamada, Miss Fournier, Messre Justice Russell, Quang Cing, Quang Wei, Roque, Candeau, Rose, Rev. Meurcier, Messrs Steglich, Sprengli, Schaar and Stetten; from Singapore, Mr Knox, and 5 Chinese; from Saigon, 6 Chinese. For Shanghai: from Marseilles, Revs. Provost, Relaye, Meutz, Durand and Sandrin, Mi Riess, Mr Semmler and niece, Rev. Garnier. For Yokohama; from Marseilles, Messrs Cage, Nicolle, Kousonnosse, Mori, Ouchara, Reva. Dettier, Caron, Enjalbal, Mr Rey-

naud and servant." Per Douglas, from Coast Ports, Messra John Forster, W. Warry and C. B. Quelch, and 167 Chinese Per Hothow, from Wuhu, &c., 16 Chi-

Per Galveston, from Saigon, 15 Chinese, Per Ajac, from Shanghai, &c., Mr Rush, and 500 Chinese. DEPARTED.

Per Fokien, for Tamsui, Mr. W. Parker, Mr and Mrs Xavier, and 3 daughters. Per Allie Rowe, for Honolulu, 20 Chinese, Per Camelot, for Amoy, 120 Chinese. Por Thales, for Swatow, &c., 2 Europeans, and 200 Chinese. Per Kong Beng, for Bangkok, 15 Chinese.

Per Tamsui, for Swatow, do., 1 Euro-Per Natal, for Shanghai : from Hongkong, Mesars A. da Souza, J. R. M. Angagneur, F. M. de Marquessac, J. M. Guyon M. A. et Vesco, Marie Henri and M. Jombert from Marseilles, Revs. Provost, Relave, Meutz, Durand and Sandrin, Mr Rioss, Mr Semuler and niece, and Rev.

TO DEPART. Per Ajaz, for Singapore, &c., 2 Europeans, and 500 Chinese. Per Danube, for Swatow, &c., 100 Chi

Per Haiphong, for Coast Ports, 3 Europeans, and 50 Chinese. Per Suttee, for Haiphong, Mesars H. Roque, Candeau, and 30 Chinese deck. Per Melbourne, from Hongkong : for Saigon. Messre D. Gouz de St. Seine. Turline. J. Valour, H. Trac, J. Mayan, Miss Beaumont, and 1 Annamite for Singapore Messre A. J. Rodrigues, M. Cagg, Mr and Mrs Irwin, Misses Jones, Wheeler, M. Hughes, Mosers J. Huguenin, M. Meyer, and 3 Chinese; for Colombo, Messrs Chun, Warry, and Miss A. Ballard; for Marseilles,

Measra J. Dupuis, J. Forstor, A. da Silva Mrs W. D. Edward and Mr da Silva Magalbacs and servant. -Per Menzaleh, for Yokohama; from Hong kong, Misa Fraho, Messrs Genissieu, Rigol le, Retare, Mutz, Garnier and Durand from Marseilles, Messrs Cage, Nicolle Konsonnosse, Mori, Ouchara, Reva Dettier

Caron, Enjalbal, Mr. Reynaud and servant. SHIPPING REPORTS. The French steamer Menzaleh reports Had good weather except in Formose

Canal heavy breeze of North-East. The British steamer Orusader reports Had fine weather to Hainan head; thence to port strong N.W. winds with fine wea The German steamer Herer reports From 10th to 13th December, had strong

The British steamer Douglas reports DECEMBER 14, 1885. Closing Quitations, Paid- POSITION PER LAST REPORT. Last Dividend

Tis. 300 per share

6 % discount, cash

25 discount

\$100 per share

378

2 prem

A. G. STOKES, Share Broken.

New, 9 771

\$86 per share, cash

Old, 2155 per share or div.

\$163 per share, cash, sellers

nominal

CREA

ex div. sellers

cash, ox div.

ex div., buyers

50,779.22 £ 2 half year 168 % prem., cash

4,593.9 6 % half year 54 prem., cash, buyers

4,259.016 % half year 68 % prem., cash

200,735.71 18% Pannum \$63

297,568 07 \$20 for 1883 |\$3774

402.22 12% year end-ing June30/84 Par

191,060.99 8 5 for 1883 378

2,236.76 Old, \$4 New, \$2

13,274.034 %

235.33 810

442.11 810

829,093 %

First year

First year

Payable.

March 15

June 30

Јпре & Десем

Oct. 15

ma18&Dec 10

wind and fine weather : left Amoy on 11th inst, moderate N. E. wind and cloudy weather; left Swatow on 12th inst., light airs and fine weather. -Steamers in Foodhow John Know, De Bay, El Dorado, Nieritein sailing vessels, Francisca, Anna Dorothea; and Claro Babuyan. Steamers in Swatow Japanese, Ajaz, Lido, Cliveden, Albany and Grafton; Sailing vessels, Charlie and G. H. Whapping Passed & & Folcien, and a. s.

Kut Sang, off Breaker Point. The British steamer Hothow reports : To Lammocks strong S. E. gales, with high sea, increasing towards Lammocks ; thence to port light airs and fine weather. The British steamer Ajaz reports : Had fresh breeze and fine weather.

POST OFFICE NOTICES. MAILS will close:-

For HIOGO .-Per Gatitude, at 10 s.m., on Tuesday, the loth inst. For SHANGHAL Per Amoy, at 3.30 p.m., on Tuesday,

the 15th inst. For SAIGUN .-Per Protos, at 3.30 p.m., on Tuesday the 15th inst, instead of as provioualy notified.

For NAGASAKL ---Per Pluinmeller, at 3.30 p.m., on Tuesday, the 10th inst

FOR AMOY AND MANILA .-Per Esmeralda, at 4.30 p.m., on Tuesday, the 15th inst.

For HOIHOW & HAIPHONG. Per Gerda, at 5 p.m., on Tuesday, the 15th inst.

For SWATOW and BANGKOK .-Per Mongkut, at 5 p.m., on Tuesday, the 15th inst. FOR STRAITS SETTLEMENTS.

the 19th inat.

the 26th inst.

Per Laju, at 4.30 p.m., on Wednesday, the 16th inst. For STRAITS AND CALCUTTA .-Per Japan, at 2.30 p.m., on Saturday,

HAMA. Per Thibet, at 5 p.m., on Thursday, the 24th inst For SINGAPORE & NEW YORK .-Per Claymore, at 2.30 p.m., on Saturday

For NAGASAKI, KOBE AND YOKO-

MAILS BY THE FRENCH PACKET. Cho French Contract Packet Melbour will be despatched on TUESDAY

the 15th December, with Mails to the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.— The United States Mail Packet Gaclie will be despatched on SATURDAY, the 19th instant, with Mails for Japan, San Francisco, the United States Canada, Honolulu, Peru, &c., which

will be closed as follows:-.15 P.M. Registry ceases. 30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET. -

The British Contract Packet Malwa will be despatched on TUESDAY, the 22nd Decr., with Mails for the United Kingdom, Europe, and countries beyond, vid Brindin; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltan. The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE FRENCH MAIL The following hours are observed in closing Mails, &c., by the French Contract

Day before departure (or Saturday if the departure be on Monday). 5 P.M.—Money Order Office closes. Post Office closes, except Night Box, which is always

open out of Office hours.

Day of departure,— A.M. -Post Office opens A.M. Registry of Letters ceases. Posting of all printed matter and patterns ceases. 11 A.M. - Mails closed, except for Late

11.10 LM.—Letters may be posted with Late Fee of 10 cents until 11.30 A.M. - When the Post Office closes 11.40 a.m.-Late Letters may be posted on board the packet with Late Fee of 10 cents until time of

Quotations. Hongkong, December 14. OPIUM-New Patna, cash 570/5724

departure.

New Benares, cash,... 5474/550 New Malwa, cash, 530/540 Allowance, Tack 24 @ 48 Old Malwa, cash..... 550 Allowance, Taels 32 @ 64 Persian, Oily, cash ... 490/510. Allowance, Taels 32 @ 48 Persian, Paper tied,... 520/530

Allowance, Tack 16 @ 32 Exchange.

Bank, Wire, ... 3/34 , Demand, 3/4 30 days' sight, ... 3/44 4 months' sight, ... 3/44 Documentary 4 months sight, India, Wire, ... Gold Leaf 996 fine \$20.80 Boyereigne, ... 8 5.92

Temperature. (Taken at Mesers Falconer & Co.'s Premises, Queen's Road. Hongkong, December 14. BAROMETER- 9 A.M. ... 30.180

4 P.M. ... 80,070

THERMOMETER 9 S.M. ... (Wet bulb) 0 Lm. 56 Do. 1 P.M. 58 Do. 4 r.M. 58 Maximum ... 65 Do Minimum over night 55

Shipping. Daylight -- Mensaleh leaves for Kobe, &c. Daylight - Ajax leaves for London. Noon, French Mail leaves for Ports Call and Europe.

MEMOS. FOR TO MORROW.

4 p.m. - Amoy leaves for Shanghai. Miscellaneous. Claims against the Japan must be made on or before this date.

General Memoranda. WEDNESDAY, December 16 :-Noon.-Auction of Stores, &c., at H.M.

Naval Yard.

THURSDAY, December 17 :-2 p.m. -Auction of Japanese Ware, ot Mr G. R. Lammort's 9 p.m. -A. D. C. Performance at City FRIDAY, December 18:-

Noon. - Local Banks close. Victoria Regatta 2 p.m.—Auction of Japanese Plants Mr J. M. Armstrong's. SATURDAY, December 19 :--Noon. - Local Banks close. Victoria Regatta

Nominations for Hougkong Derby, 1886 MONDAY, Decomber 21 Goods per Steamer Natal unclaimed informs us that the S. S. Cathay, with the

JUST LANDED A LARGE SUPPLY OF PURE CONFECTIONERY.

comprising : PINE, WHITE AND BROWN SUGAR CANDY CHOCOLATE CREAM, DESSERT CHOCOLATE, NOUGAT.

Toffee, Barley Sugar, Lemon Drops, Pralines a la Rose, COMPITS, AND SUGARED ALMONDS in great variety, MIRED SWEETS,

CRYSTALLIZED APRICOTS, STRAWBERRIES

GREENGAGES, CHERRIES, &C.

METZ, FEUITS.

Hongkong, November 24, 1885. 203

CARLSBAD AND ETRAS PLUMS. A. S. WATSON & Co., HONGKONG DISPENSARY

SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.) DECEMBER.

HIGH WATER Aft. | Hises | Sets. Morn. H. M. H. M. 4.11 6.35 4.53 6.35 5.17 6.36 5.17 5.32 5,14 6.38 6.11 5.18 8.28 7.26 6.37

High water at Whampon: 2 hrs. 30 mins, later than at Hongkong; at the Barrier : 3 hrs. 15 mins, ; at the Salt Fints: 3 hrs. 30 mins.: at Shameen 3 hra. 45 mina. Moon :- First Quarter Dec. 15th 1h 58m.

BIRTH. Wife of G. W. Collans, late of Tientsin, of 1860. a Daughter.

The publication of this issue commenced

The China Mail. HONGRONG, MONDAY, DECEMBER 14, 1880.

TELEGRAMS.

(Via Southern Line.) THE WAR IN BUIGARIA. LONDON, 12th December. A Servian official despatch announce that the Bulgarians aftacked their outposts,

Constant desultory fighting is going on

about Koshay LOCAL AND GENERAL.

Palamed, Dec. 8.

PASSED SUEZ CANAL OUTWARD BOUND :- Cachemire, September 22 : France, September 29 : Bordeaux October 2; Perim, October 13; Oxford shire, November 13; Lennox, Nov 7: Flintshire Numida, November 20 Glewartney, Mosser, Hangchow, Nov 27; Bellerophon, Cardigansh re, Yang-tse, Ascalon, Orontes, Dec. 1; Sarpedon,

Djemnah, Cyclops, Glenroy, Menelaus, Oxus, Mexican, Nov. 27; Laertes, Dec. 8; Glenogle, Sazhalien, Doc. 11. The next ENGLISH MAIL, per the P. & O Co.'s steamer Cathay, left Singapore for this port on Saturday, the 12th inst, at 4 p.m., and may be expected

HONEWARD BOUND :-Strathleven, Oct. 27

Canton, Oct. 80; Chance, Nov. 13

Singapore for this port on the 6th instant, and may be expected here on

here on or about Saturday, the 19th

8. 8. Co. a steamer City of New York.

from Liverpool, loft Singapore for this port on the morning of the 8th instant the 15th inst The Indo-China Steam Navigation Co.'s steamship Lessang, from London, will about the 16th instant.

The D. D. R. steamer Electro left Singapore

inst, and may be expected here on or about the 18th insta Singspore on the 19th instant and so nearly their possessions in Indo-Chica. about the 19th mak

13th inst, and is expected here on or about the 22nd install

DOCK MOVEMENTS :--THE S. S. Velusco went to Kowloon Dock

yesterday. THE French mail of 3rd November was delivered in London on the 8th December.

THE steamer Glenroy has arrived Home from China

THE delivery of the French mail was begun at 11.40 yesterday morning.

THE agent of the Pacific Mail S. S. Co. in-

forms us that the steamship City of New

York loft Yokohama for this port yesterday, the 13th. JAPAN papers received yesterday, announce the death of Mr Davidow, the Russian

Ministerte Japan, from an apoplectic stroke.

He was only 47 years of age. TER Hon. W. H. Maran, Colonial Secretary, and Mr J. Russell, Puisne Judge, returned to the Colony in the M. M. Co.'s steamer Natal yesterday morning.

THE Superintendent of the P. & O. Co. after Noon subject to rent and landing next English mail, left Singapore for charges at 1 cent per package per diem. Hongkong on Saturday, the 12th inst., at

> Musses Russell & Co. inform us that the E. & A. S. S. Co.'s steamer Airie left Port Darwin for this port on Saturday, the 12th instant, and may be expected to arrive here on the 22nd instant.

Owing to the lengthy nature of the report of the opening of the Glenfruin-Camorta collision case, we are obliged to hold over a number of important and interesting

Consors were quoted on the 11th inst." at 994. Exchange on Hongkong (60 days) was 3/31; Bar Silver, 47, and Mexican Dollars, unquotable. Common qualities of Foodhow Congons were firmer ; Canton Tea; flat. Tone of Silk, strong.

THE Amoy Gazette states that at the Instaliation Meeting of the Ionic Lodge held at Amoy on the 8th instant, Brother R. H. Pye was installed as Wor. Master, and invested the following as his officers :-

T. E. Cocker. I.P.M. G. Hauenstien. 8. W. Francis Cass. F. W. Bruce. Treasurer O. S. Powell, Secretary A. Piebl. R. P. P. Yerwiebe, J. D. N. Moalle, Steward J. Buschmann. Tyler. D. Davies,

is notified in Saturday's Gazette that H.E. the Governor has given his assent to the following ordinances :-Ordinance No. 20 of 1885.— An Ordinance enacted by the Governor of Hong-

kong, with the advice of the Legislative On the 29th October, at Putney, the Council thereof, to amend Ordinance 8 of Ordinance No. 21 of 1885.— An Ordinance enacted by the Governor of Hongkong, with the advice of the Legislative

Council thereof, entitled the Municipal

Rates Ordinance, 1885. The full text of both ordinances is also published in the Gazette.

AT a Regular Meeting of Victoria Lodge of Freemasons, No. 1026, held on Saturday night, Bro. A. O'D. Gourdin was installed as W. M. for the ensuing year, the ceremony being conducted by Right Wor. Bro. C. P. Chater, District Grand Master, assisted by the District Grand officers. Wor. Bro. Gourdin afterwards appointed the following and, after severe fighting, lasting several officers and invested those who were prehours, the Servians gained a complete vicsent :- S. W., Bro. W. F. D. Cochrane J. W., Bro. Wm. Boffey; Treasurer, Wor. Bro. Alex Levy; Secretary, Bro. Geo. J. W. King S.D., Bro. V. A. C. Hawkins : J.D., Bro, E. B. Wood; Organist, Bro. C. S. Goodwyn; I.G.,-; D. C., Bro. F. D. Goddard ; Steward, Bro. A. A. H. Jackson; Tyler, Bro. J. R. Grimble.

We learn from the Saigonnais that at the opening of the Sessions of the Colonial Council at Saigon on the 17th Nov. last, M. Carabelli spoke as to the deep emotion experienced in the Colony at the news of the invasion of Burmah by the British army. He must remark that though possibly it was not the business of the Council to occupy itself with such questions, still the actual situation appeared to authorise the intervention of the Council. He proposed to address to the Department the following despatch :- The Colonial Council, The next American Mail, per the P. M. representing the interests and the aspiraleft Yokohama on Sunday, the 13th tions of the Colony, is profoundly moved inst, at daylight, and may be expected by the invasion of Burman by a British here on or about Saturday, the 19th army and solicits the intervention of France with England to the end of amuring the The Union Line steamer Corinia left independence of a friendly country on the borders of our new Colonial empire of Indo-China A British protectorate on The O. B. B. Co.'s steamer Agamemnon, our borders will constitute a real danger for this empire which ought to extend and may be expected here on or about itself over the greater part of the Lace states, the limits of which are at present undefined. M. Blanchy, the President, leave Singapore for this port on the soknowledged that the 31st article of the 9th instant, and may be expected here constitution of the Council had already been under consultation by the Department confor this port on the morning of 11th perming questions of this kind, on the annexation of Benh-thunn for example. The China Shippers Mutual B. N. Co.'s Ha did not think that they ought to case to steamer Chingue, from Loudon, left interest themselves in questions touching

Phast Director of the Untertor waked the The E. & A. S. S. Co.'s steamship Aprile Council to proceed to the order of the day. the proposition of M. Carabell, belay, he considered, inopportuse

G. DE CHAMPEAUX,

FOR LONDON VIA SUEZ-CANAL The Co.'s Steamship

FOR SHANGHAL The Steamship

For Freight or Passage, apply to

FOR SWATOW, AMOY & FOOCHOW

For Freight or Passage, apply to

The Company's Steamer Captain P. H. Lorr, will be despatched for the above Ports on WEDNESDAY, the 16th

NOTICE TO CONSIGNEES. CONSIGNEES of Cargo from London and Havre, ex S.S. Indus, in connection with the above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables-are being landed and stored at their risk at the

Intimation is received from the Consigness before 3 p m. To-DAY (Sunday), requesting Bills of Lading will be countersigned by the Undersigned. DAY, the 21st December, at Noon, will

they will not be recognised.

George, Saigon December 7. Rice. - ARN-HOLD, KARBERG & Co. Hever, German steamer, 388, Dethlefsen, Shanghai December 9, General.—Eduard-

Douglas, British stoamer, 982, M. Young. Foochow December 10, Amoy 11, and Swa-

Marcia, British steamer, from Whompoa.

Ir would not be surprising (says the Ran- with those contained in the plaintiff's peti- of the fairway which lay on her starboard goon Gazette) if General Prondergast finds, tion and Captain Norman's svidence, given side, contrary to Article 21 of the said like Sie Hugh Rose in Central India, that on to say that the negligence they charged 12. She was being navigated at too great the best soldier he has to encounter in ed against the Camort: was this. They a speed for safety.

Upper Burma is a woman. The redoubt—said that in coming out from Jardine, 13. The engines of the Camorta were not able Queen Soopyalat may think it better Matheson's new wharf, she was perform- stopped and reversed as required by Article to die a Queen than trust herself to the tender mercies of the hated Euglish here and is at the present, a comparatively life. She is credited by the Burmese with new one in this harbour. She had properly neglected to take in due time inspiring her husband in his idea of joining for her guidance the invariable practice of proper measures for avoiding a collision his army; and to have forced it on him by the P. & O. Co. who own a wharf of some- with the Glenfruin. suggesting that if he did not, he had better | what the same description a little further exchange his putsoe for her tamen and let her perform the man's part. A resolution do what must at all times in a crowdto die a soldier's death would shed a halo of poetry over one who has been credited; rightly or wrongly, with a good portion of alive. If she can induce Theobaw to do the same, it will save our Government a large steamers of the place come and go. good doal of trouble and expense; but the In performing this critical movement it be-Kenwoon M neyee, who seems to have in hoved those in command of her to have duced the Tinedah to take the post of taken particular and special precautions. honor at the front, will probably, by the laken particular and special precautions.

Now the steamers of the P. & O. Co. are accustomed when they come and go along of the situation and astute enough to use it this southern fairway to make their way in for his own advantago, regardless of the interests of the King and Queen.

THE Singapore Free Press says :- We hoard it said this week that the post of Chief there was nothing in the fairway to have Justice, which will be vacant in the early provented them taking their ship gradually part of next year on the retirement of Sir Thomas Sidgreaves, had been offered to Sir George Phillippo, the present Chief Justice of Hongkong. Sir George was here as one of the Judges, and was acting as Attorney Goueral in 1876, when he was, to the general regret of the community, removed to Hongkong. Judging from the time that has clapsed since the information as to the intended resignation of Sir Thomas Sidgroaves can have reached the Secretary of State, it is not, we are told, possible that the report can be true, and the wish must have been father to the thought. Before he left here, Mr Phillippo had been actually engaged in proparing a revised edition of our Ordinances. but since he left it has never been finished. The salary of the Chief Justice in Hongkong is the same as that in the Straits. so that this could be no inducement to Sir other reasons, he and Lady Phillippe will give the proposal a ready consent should he be asked to accept the appointment, which could not but be a compliment to the Straits and be a great advantage to the Judicial Beach here.

SUPREME COURT.

IN ADMIRALTY. (Before Sir G. Phillippo, Chief Justice, As. sisted by Command T Davis, R. N. Victor Emanuel', a d Lieut. Commander Farguhar, R. N. 'Vigilant', as Nautical Assessors. Monday, December 14.

M'GREGOR, GOW & CO. C. S. S. CAMORTA, -

B1.005,000. NETHERLANDS INDIA STEAM NAVIGATION CO. P. S. S. GLENFRUIN,'-\$70,000.

SULTS 24 AND 25. The Attorney General (the Hon. E. L. O'Malley), and Mr A. J. Leach, instructed by Mesers Wotton and Deacon, appeared and Stokes, represented the Cameria. Mr E. J. Ackroyd occupied the Regis-

These suits arose out of a collision which occurred in Hongkong harbour between the British steamer Glenfruin, of the 'Glen' Line, and the Dutch steamer Camerta, of the Notherlands India Steam Navigation

Co., on the 17th October. The Attorney General, in opening the case for the Glenfruin, said suit 24 was an action brought by the owners of the Glenfruin to recover damages from the Dutch steamer Camorta for a collision which took place in this harbour on the 17th October last, regarding which the plaintiffs alleged that it was caused by the negligence and Camerta. The plaintiffs in that suit as owners of the Glenfruin, her cargo and freight, claimed the sum of \$1,005,000 from the Camorta, and in the other suit, No. the sum of \$70,000 against the Glenfruin's way. They would also argue which the Khinz was moored, and when the abad. After I gave that order I discover morning of the collision the third officer wich; West and South Leeds; St. Pan- the Whitworth system. On the 16th November, an order was made that these suits should be consolidated, and they were now being tried together on one set of pleadings. The case for the plaintiffs in suit No. 24 was set out in their petition, and the defence offered on behalf of the Camorta was set out in the answer, and was also set out by way of a statement of the Camerta's counter-claim against the Glenfruin. The Attorney General then detailed the case for the Glenfruin. The Glenfruin arrived in this harbour on the 16th October, from the North. She took in cargo during the night of the 16th and 17th. She was lying at Jardine's buoy, which is some considerable way down kong opposite to Douglas Lapraik's wharf Eastward in the harbour, between the Canton steamer wharf and Douglas Lapraik's wherf, about half way between them. The buoy to which she was moored is one of a series of buoys which extend a moderate breeze, the weather was fine and slong the South side of the Fairway through | the tide was about slack water and of littlewhich ships going East and West pass or no force. along the Harbour. The Attorney General thought the first buoy of that series would fruin alipped from her moorings and probe Douglas Lapraik's buoy, opposite Dou- cooded under steam down the fairway of glas Lapraik's wharf. The Fairway, speaking broadly, was bounded by Jardine's buoy and another buoy which was between that and the Canton wharf, Then there comes, at some considerable distance, almost opposite the Harbour Master's, another 4. As the Glenfruin passed along the fairbuoy, which is known as Siemssen's buoy; way as aforesaid a steam yeasel, the Cameria, at a speed of about 3 knots an hour. then, further on, Jardine's second buoy : then there is the P. & O. buoy, at which, the steamship Khina, which was lying mooron the 17th October, the P. & O. steamship ed to a buoy opposite the Peninsular and Khing was moored further on was the Oriental Steam Navigation Company's wharf steamer Galeston, at anchor, and then on the south side of the fairway, with her comes what is really the Southern bound head to about the north-east. dary of the Fairway, on the West, which 5. The Camorta was than at a distance of was marked on the map as the red buoy. Then for the Northern side of the Fairway. beginning at the West end, they had the bow. The Camerta was proceeding at a white buoy, just opposite the red, and then great speed, with her starboard side open a line at which a number of ships were at to the Glenfruin and on a course heading anchor on that day. At the first anchorage about N. N. E., crossing the course of the was the steamer Ingruban, then the Glenfruin Idani, the Amigo, the Harter, and one or two more buoys which were marked on the immediately reversed, the steam whistle map as belonging to the Fairway. On the blown 3 short blasts, and her helm put hard;

was always used by large atcamers proceed. bridge. 7. At the time she was street the Gleaing to or from the P. & O. whart, or to or from other places along the Praya eastwards, from was almost at a standatill at the North that was, always when the fairway was wide of the Fourway, a little Butward of fendants say that the collision caused great clear. The evidence on the part of the North of the bows of the said steamship plaintiffs would be that on the 17th October | Khizz and about 70 feet distant from and a this Southern fairway was perfectly clear little to the East of the stern of the steamand open, and that there were no obstacles ship Joint, which was lying anchored on whatever to prevent a ship proceeding from I the North side of the Pairway, a little East the westward, where the Camorto was of North of the said steamship Khing The Gentralia was so much demaged

moored, and a line of junks occasionally speed, entering the Fairway almost at

fills up a portion, particularly the East end, right angles and only slightly altering her

of that boundary, leaving, however, at times, course to starboard, passed across the Bair-

a perfectly clear fairway South of the Fair way, and with hers tem struck the Glea-

way he was speaking of, a fairway which fruin on her port side, abreast of the

where this inner fairway enters the outer nearly all her cargo was destroyed or lost.

lision; according to the evidence for the sions at sea. 11. The Cameria was not kept to that side Glenfruin. His statements were identical

ing a manquivre which was at that time 18 of the said regulations.

15. The said collision and the damages Eastwards on the Prays. She was going to and losses consequent thereon were occasioned by the improper and negligent ed harbour like this be considered navigation of the Camerta and by a neglect a somewhat critical operation, coming on the part of those navigating the Camorta a number of ships moored about the place a vessel coming out from Jardine's wharf morning of the 17th we were all ready for I could not say, but she seemed to have -No, I should say it was only about 4 feet King Milan to evacuate Bulgarian territory there into a Fairway up and down which all and crossing the Fairway.

> to the damage proceeded for. 2. The condemnation of the said steamship Camorta, and the defendants in

3. To have an account taken of such damage with the assistance of 4. Such further and other relief as the pature of the case may require.

ANSWER AND COUNTER-CLAIM BY THE

such damage and in costs.

and out at a very much greater angle than

the Camorta was taking. They, the plain-

tiffs, said that if those on the Camorta had

wished to take every possible precaution

out of the Southern fairway into the cen-

tral, near the Canton wharf. He might cay

this was the fairway used by the Canton

Canton wharf at all, my Lord.

some 400 feet further.

The latter are as follow :-

of tea and other goods.

PETITION BY MOGREGOR GOW AND CO.

ber, 1885, the steamship Glenfruin, of 1,936

tons net register and 530 Horse-power, of

which the plaintiffs were owners, was lying

moored to a buoy in the harbour of Hong.

ready to proceed on a voyage from Shang-

hai and other ports to London with a cargo

2. The wind at such time was about east

3. At about 7.45 a.m. that day the Glen-

was seen coming out from the west side

about 1100 feet from and sheed of that

6. The engines of the Glenfruin were

A good look out was being kept.

1. At about 7.30 a.m. on the 17th Octo-

the Fairway is?

CAMORTA. 1. At about 7.15 a.m. on the 17th Octo-

was going to Quarry Bay. She had dis- ceeded into the Fairway or channel which | this movement threw her head off to the ton steamers come in from westwards steamer contain the following telegrams:charged part of her cargo at Jardine's runs East South East and West North West west, and took her clear of the buoy, along that Southern fairway to the Canton wharf, and she was to be taken down some through the harbour of Hongkong. The about half a minute afterwards at 7.46, we Wharf. The P. & O. wharf forms one way or other to Quarry Bay, where she was southern edge of this fairway or channel going to discharge the rest. What she did | was distant at its nearest point about 600 | was to cross not quite at right angles, but | yards from the wharf at which the Comorta | at a very sharp augle, from Jardine's wharf, lay. There was an open passage from the making her way in a North-easterly direc- wharf into this fairway or channel about tion into the Fairway, going out on the 2 to 3 points on the Camerta's port bow as anything coming down from the Fairway, and there was no means by which the Ca-Eastward until they got their bridge about | morta could get from the wharf into the abreast of the bridge of the Khiva. It was more open parts of the harbour to proceed then for the first time that they would see the eastwards except by going through this

Glenfruin coming down. Now the plain- passage into the fairway. tiffs said the Camoria was taking a pecu- 3. The steamship Khira was lying at liarly dangerous course in steering in that her buoy on the South side of the fairdirection, so close to the Khiva that there way heading about East North East. was little opportunity of knowing what The passage in question was on the port

might be coming from the East. At least side of the Khive. they ought to have taken very special pro- 4. The head of the S. S. Camoria having ting their anchors ready to drop and so on. she steamed slowly ahead for the passage out, and we also had the carpenter, was the position from which I gave the for South Paddington, having polled 2,731 Now the plaintiffs said the Camorta had no leading into the Fairway and was steered further defective in that they did not seem Khiva at a distance of about two ship's and the chief officer is on the forecastle on collision was about \$12 feet from stem to Ghose has been deteated at Deptford, and to have paid any attention to the repeated breadths from her. The master of the look-out on arriving or leaving port, stem. The Glenfridin answered her helm Mr MacLean (late Editor of the Bombay) whistling that was going on from the Glen- Camoria with his first and second officers The whistle handle is about two feet from very easily. When I went slow ahead from Gazette) at Oldham. Mr Lawis Pelly has fruin. Then again it was not until they were at this time and during the whole of where I stood. It is a very powerful whistle the budy the helm was hard a starboard been returned for North Hackney by a a garrison is left, consisting of two European had passed the bows of the Khiva that they the subsequent events up to the time of of peculiar sound. As we went to the and we should average about three knots. majority of 416, stopped their engines, and even then so collision on the bridge of the said steamer North side one short blast of the whistle | About three minutes from time of starting Nov. 26.—Up to the present 86 Liberale little did they seem to have appreciated the and there were two men stationed in the was blown. After we had our course I gave the order to go half speed ahead. Baily, instructed by Messra Sharp, Johnson nature of the danger that they did, not bows of the steamer to look out. While steadied the whistle was blown several and the control of the danger that they did, not bows of the steamer to look out. moving from the wharf towards the Fairway | times. We blew our short blast when we position 2 and 3, you did a distance of 1325 Mr Harcourt have been elected, Mr Childers | the country. the whistle of the Camorta was blown got our course steady, the pilot blow it at feet in three minutes, and you say that you and Mr Shaw Lefevre have been defeated. roverse their engines until they had gone His Lordship—What distance do you say several times and her speed never exceeded that time. The object of it is to let sam- were going at about 3 knots. As a matter Sir H. Drummond Wolff has been defeated. The priests and the people are coming in

24 knots an hour. The Attorney General-From 800 to | 5. As the steamship Cameria was passing the Khiro on the latter's port side and The Attorney General then argued that when the Bridge of the Camerta was just the Camorta had broken regulation 21 of about level with the Bridge of the Khira the Admiralty Regulations for the preven- a steamer, which afterwards proved to be tion of collisions at Sea, which provided the Glenfruin was seen, through the space that in narrow channels that every steamer, between the bridge and fore-rigging of the in the chart, near Siemssen's bucy.) f practicable, shall keep to that side of the Khira, coming from the Eastward about Fairway or midchannel which is on her star- 600 or 700 yards off and about 5 or 6 points give 1-1 gave the order to slow the and so could not fly round at once.

board side. Plaintiffs, however, did not on the Camorta's starboard bow. 16. The Glenfruin was a steam yessel pas- I elm and the reverse action of her screw to get over the side; I did not see him sing the Camorta upon her starboard side, and passed across the bows of the Kling, not leave. that the Camorta had committed a breach stern of the Camorta had passed to the Eastof rule 18 by not reversing her engines as | ward of the buoy and was distant from it soon as she saw a collision was imminent. | about 20 feet she came into collision with The Attorney General having concluded the said steamship Glenfruin, the stem of his speech, the Registrar read the prelimit the Camoria coming into contact with the nary acts filed by the parties in the suit port side of the Glenfruin about amidships and then Mr Leach read the pleadings. and at an angle of about 25 degrees. The head of the Camorta was then about East and her way was almost entirely stopped. 7. Until the bridge of the Camorla came

on a level or thereabouts with the bridge of the Khica it was not possible for those on board the Camorta to see the Glenfruin because of the Khipa and of the mass of junks lying to the Southward and Eastward of the steamer Khing. When the Glenfruin was first clearly seen she was steaming along the Fairway going about West North-west at a rate of about 6 to 7 knots an hour, and keeping close to the Southern side of the Fairway. She continued to move through the water at apparoutly the same rate of speed until the moment of the collision, and only altered her course to starboard just sharp blasts of the whistle myself. As near before the collision.

the said harbour, keeping to that side of the fairway which lay on her starboard side, speed through the water at the moment of collision that she dragged the Camortas' head steering about west north-west-and proround from East or thereabouts to about ceeding at a rate of about 3 knots por hour. North, and when the Glenfruin passed clear she was still moving through the water

9. The Camorta was hadly damaged by another vessel know you are going astern. the collision her bow being torn out of her. _10. The collision took place close on the South side of the fairway or channel and about 300 feet East of the buoy to which the said steamer Khina was moved. 11. Save as hereinbefore appears

several statements in the petition herein are Glenfruin, and about 3 points on her port | desired. 12. A good look-out was not kept board the Glenfruin. 13. She was on the wrong side of the

14. She was travelling at too great a rate of speed. 15. Her sugmes were not stopped with sufficient promptitude and were not reversed

South of this Fairway there were steamers but the Camorta came on at the same at all. 16. The collision was caused by some or all of the matters and things alleged in the 12th, 13th, 14th and 15th paragraphs of this answer or otherwise by the default of the Gleafruin or of those on board her. 17. No blame in respect of the collision is attributable to the Camoria. And by way of Counter-claim the de-

> And they claim :--L. The condemnation of the plaintiffe in the damage eansed the Comorts and inthe coats of this suit. 2. To have an account taken of such damage with the assistance of merchants.

nature of the case may require.

REPLY TO ANSWER AND COUNTER-CLAIM.

1. The plaintiffs deny the several statements contained in the Auswer and Counter

Captain Edward Norman said-I am master of the Glenfruin. I have been at ing her speed?—No. On coming closer I Southward, and as soon as I was clear I divisions have jointly defeated the Bulsea for 21 years, and have held a master's called out to her as foud as I could, but she wont slow shoad. certificate since 1872. I have been in com- did not seem to take any notice. She was mand of the Glenfruin a little over two shutting in ; getting closer, and we were of the Camorta. I knew there was no use years, and before that I have commanded getting in a line of right angles. When I of stopping there, three other steamers of the Glen line, be- called out I said go astern. Having gone Are you sure it was not the way you had that failing European intervention it will sides other steamers before them. I have full speed astern and done all I could I on before the collision that made you go attack the Servian troops. King Milan has commanded steamers some years. On the went over to the starboard side to see how ahead 1-Itiwas not, I am quite certain. 16th October the Glenfruin arrived in Hong- far we were from the ships on the North The shock stopped you dead !-- Yes. kong from Shanghai and the coast ports, side of the channel, as I know we must. Did you not pull round the head of the We moored to Jardine & Co.'s east buoy, be close. I found that our bows were Cameria three or four points ?-No. - I about S.E. of Lapraik's wharf. We com- about 80 feet from the Tolani. The Ca- should say we had only pulled her head menced that afternoon taking in cargo, and morta still seemed to come on at the same round about half a point. finished on the morning of the 17th, at 3.40 speed, and about four minutes before she Did you see a piece of the stem of the and after a sanguinary engagement oca.m. When we had finished taking in cargo struck us I ordered the engines to be stop- Camoria which was wrenched off and left in we were drawing 17 feet 3 inches forward.

well to the North side.

mark on the plan the place he was at this hundred. did you steady her course ! Witness-Yes.

order did you give !- Half speed. That the point in the direction of her head. majority for Chelsea. Sir Arthur D. Hayter would be about 7.49 a.m. The chief From our first position of going shoad was defeated at Bath. officer was in the bow on the look- we wen 1325 feet. No. 4 on the chart boatswain, and four sailors on the fore- order to go full speed astern. From votes against Mr Skinner, Liberal candidate, eastle. That is a rule of the Glen line, the Camorta's position to the point of who polled 1,025 votes. Mr Lal Mohum pana and small craft know, and to let other of fact the average works out at four at Portsmouth by a large majority. The but the higher officials keep aloof, and will ships know that we are coming down the knote.

What was the next thing that happened? knots as near as any one could judge. The carried Liverpool, Blackburn, Bury St. Government would openly declare a policy -At 7.50 the pilot said to me he would marks of the position on the chart are about Edmunds, Exeter, Coventry, Cheltenham, of annexation, the people would come forleave and I said 'All right,' (Witness right, From the time I saw the Camorta to Croydon, Colchester, Cambridge, Launces- ward and join the British; but the fear of marked the position he was in at that time the moment of striking was about two min- ton, Plymouth, Taunton, Warrington, Ro- persecution hereafter deters them from

engines. The pilot heard me give wholly confine themselves to this conten- 6. The engines of the steamship Camorta | the order, and he said maskee slow. I the Amigo tion. If for legal pusposes this channel were at once stopped and reversed, the answered him all right, and my order was I should say about 80 a 90 feet but I did Mr Hibbert has been elected for Oldham. carried out immediately. The engines was not take much notice of her. We were Mesers Labouchere and Bradlaugh have respondent with the expedition states that was not prescribed by any rules the whistle was blown. The Camoria still kept going slow about four minutes, in the steering for the White Bucy, channel been re-elected. Measre Kynaston Cross at the attack on Minhla an European was boundary was not prescribed by any rules the whistle was blown. The Camoria still kept going slow about four minutes, in the steering for the White Bucy, channel been re-elected. Measre Kynaston Cross at the attack on Minhla an European was of the Harbour Master's they would con- moving slowly ahead and turning to course of which the pilot left the ship. I clear-

> of the P. & O. Co.'s steamer Khiva. At the time. They were not made afterwards Attercliffe division; Sheffield, Brightthat time the first officer was in the bows in the presence of Dr Adams after consulting side division; and Shoreditch. Conand he reported it just at the same time me as to what to put down. There was servatives have been elected for Ashtonthat I saw it. I immediately gave the or- a clock accessible to the bridge in the lower | under-Lyne, Bolton ; West Bristol, inder full speed astern. It was carried out wheel house about 5 seconds off. The clock cluding Clifton ; Canterbury; Felham; immediately an answer came from the was set to mean time and was set the day Gravesend; Hammersmith Kingston engine room. We have a repeating tele- before by the time ball. When we went Hull central King's Lynn; North-central graph. Botween the time I gave the half speed shead, full speed shead, &c., and East Leeds; Lewisham; Norwich; order 'full speed shead' and the order after starting, the third officer had the book North Paddington; St. George's, Hanover full speed astern.' I should say there in his hand and noted the orders. (Pencil Square; St. Helen's; North Salford was not a longer interval than six or seven log book produced.) Could not say if note Central Sheffield; Sheffield, Hallam diseconds. About that time, I should say numbered 757 was made after the collision | vision; Sheffield, Ecclesall division; the Camorta was distant from me about 1100 feet, about three and a half points on my port bow.

Witness was here asked to mark the positions of the Glenfruin and Camerta at the moment when he first sighted the Cumorta. What direction was the Khiva lying in ? -Her head was about N.N.E.

What other orders did you give?-I gave the order 'port the helm' and I blew three as I could judge we were going at a speed 8. The Glenfruin was going at such a of about three knots through the water. Could you have seen the Camorta before she came out?-It was impossible for me to have seen her before she came out. Locking down that way there were other masts. What were the three short blasts of the whistle? -It is the regulation signal to let

> Where were you standing at that time?the port side of the wheel. I was watching the Camoria, When the Camoria's bridge got abreust of the bridge of the Khiro I heard one whistle blown, Immediately I heard that I gave another three short blasts of our whistle. In calm weather our whisthe will be heard about 8 or 9 miles. I have known a steamer coming up the coast in long it took to stop your ship going at full foggy weather having heard it 8 or 9 miles. After blowing the whistle the sogond time. I walked to the port rail of the bridge. The Camorta was still coming on, minutes. At full speed the engines make her head going off to starboard very little. At this time I could see her propellor. What was she doing?-There was no was on the look-out and the boatswains

> sign of any disturbance in the water. Was abe deep laden |- No. I should say at that time she was quarter loaded. The be forward on the look-out when leaving hole where the screw works was partly out port. of water, and if there had been any movement of the propeller you could have seen the disturbance of the water plainly. would not say you could have seen the propeller itself. The water is not so much disturbed when a ship is going sheed us when she is going astern. The water was

not disturbed. His Lordship-Then your inference is that the engines were not working ! Witness Lam perfectly dertain of it. The Attorney General-At what speed alter our course. I did not at the sine Conference has decided that a Turkish

Witness So far as I could judge about

time ?- Yes, and having done that I passed overall in 372 feet. The Cameria, I have article which says that the submission of overto the port rail; the other side. When I got to the port rail I took off my hat and The following evidence was then taken: - | waved it as u sign for him to go astern.

sea, and we were lying at our buoy heading good way on her. The Camorta came on long. North, and our stern between the Canton and struck as nearly at right angles, a little Don't you think it would require some Prince Alexander that Turkey should sug-1. A declaration that they are entitled wharf and Lapraik's wharf I gave the above the bridge. (Witness here drew out forward, twisting motion on the part of the gest an armistice to King Milan. Prince chief officer at this time orders to reeve a slip on chart position of his ship, the Iolani Glenfruin to do that !- No. rope to the buoy and unshackle the and Camerta when the latter struck him.) Do you mean to say that that could be until the Bulgarians had entered Service chain. A little while after that I went After she struck in she rebounded 3 or 4 done without twisting motion on the part of territory. upon the bridge. At 7.45 I gave the feet and came back and struck us a second your vessel ! Do you think a straight drive The Porte has asked for explanations order to stand by the engines, and then time. I was amidships at the time, I was into you could have done that ?-Yes, my concerning the armaments of the Greek told them to let go the slip rope. The going shead, but when I saw her rebound idea is that it came into a weaker portion Government. third mate and the quarter master were I changed my mind. We found a dent of our vessel than the bilge stringer which apon the bridge with me. This was the about a foot in diameter made on another carried away the other part. I may be official dispatch says :- Our army yesterupper bridge, which we steer from. The plate by the second blow, as shown on the wrong, but that is my opinion. quarter master was at the wheel, and I was plan and marked B. After the second blow It was now half-past four, and the Judge positions; but after hovere fighting the pilot was also up there. I communicate astern. On looking over the side I saw the was likely to last much longer. with the ongine room by giving the order hole. I went full speed ahead after giving ber 1885 the Dutch steamer Camerta, of to the third officer, who transmits them to the order to shut the sluices, and then bore an hour longer. which the defendant's are the owners, was the engine room by the telegraph. The away to the southward and beached the Mr Francis-It does not lead to the lying at Jardino's Wharf in the harbour of pilot is a Chinaman who pilots the Glen vessel in Belchers Bay. At the time the Hongkong with her head to the Eastward steamers on their arrival in the harbour, Camorta struck us our engines had been The Attorney General said that that fairway and was about to leave that wharf and pro- and points out the places they are to take going for nothing less than two minutes did run to the Canton wharf; it ran into the | ceed East to Quarry Bay cutside of the | up. On leaving he comes on board, puts | full speed astern. Assuming I had been goother just there. Well, the plaintiffs said harbour limits there to discharge her cargo the ship into the fairway, and then leaves. ing full speed astern it would take about course, it was open to those on the Camorta, 2. At about 7.29 a.m. on the same day - slow astern, and I saw the order came on I could see no one on her forecasif they thought fit, to adopt the more hat the weather being fine and clear with a carried out. The object of that order the Junks lay on south side of the Khiva zardous course. Then the plaintiffs said moderate breeze blowing from the East was to take the ship clear of the and on the other side of them was a second London mail of the 6th November. Our they ought to have taken special and pecu- North East and the tide being slack the buoy. At the same time we went slow fairway, which was used by the Canton liar procaution in so doing. The Camerta steamer Camerta left the wharf and pro- astern, the helm was put a-port, and and other steamers. I have seen the Can-

The Attorney General asked witness to two hundred feet nearer her as well as four time, and the course he took. He marked | Cross-examined by Mr Francis-What is | Nov. 25 .- Mr Bright has been elected for the position he started from to the position the full speed of the Glenfruin ! Thirteen Control Birmingham, having polled 4,089 tarded by steamers with heavily laden flats, port side of the canva. one was about she may the whole of the south side of the fairway or channel to the Eastward of the Khisa, and those on board did not see Camoria was otherwise crowded with junks his course to the North side of the fairway. fully under weigh would be about seven votes. The Attorney General-When you got knots. Going slow she would travel four The election returns, so far as is known, in tow twelve miles above Minhla. her across to the North side of the fairway or five knots. The signals were slow half show that 32 Liberals and 36 Conservatives speed and full speed, but they had a speak- have been elected. The Conservatives have ing tube. In going astern full speed could gained twelve and the Liberals one seat. What was your course then !-About W. not say what rate she would go at; cer- Mr Chamberlain and Mr W. H. Smith were tainly not the same as in going ahead. In re-elected by large majorities. Colonel So far you had been going slow shead? half a minute's going astern the vessel only Stanley has been elected for Blackpool backed fifteen foot; in the same half quopposed.

When you got your course steady what minutes there was a difference of about | Sir Charles Dilke was elected by a narrow

utes and up to that time the helm was hard chester, Staleybridge, Darham, Brighton, doing so in their present ignorance of the At that time what order did you aport. They had very little way on then | Pontefract, Reading, Salford, Central Hack- intentions of the British, past experience

(book put in marked O.)

I had no conversation with the chief en- and Worcester. ginger as to the length of time the engines | 27th November. Sir R. Fowler and M. had been going astern. Do not remember Hubbard have been elected for the City of having any conversation with any one on the London. Lord Charles Beresford has been subject. I do not know how much the Ca- elected for East Marylebone, and Colonel morta was drawing, but from her appearance Hamley for Birkenhead, Five Conshould say she was not deeply laden. She was servatives and one Liberal have been rea yessel of 1300 tons and the Glenfruin of turned for Manchester. Conservatives but otherwise the health of the expedi-1900. The Cameria would be about 30 ft. have been elected for the following con- tionary force is good. shorter than the Khipa. The bridge of the Ca. stituencies :- Finsbury, Holborn division morta was about amidships. The Camorta's East Finsbury; Tower Hamlets, Limehead went round about a point or a point house. St. George and Mile End divisions and half. The propeller of the Glenfruin Marylebone East and West | Southwark, was a right hand one and in going astern | Rotherhithe division | Hampstead, Sir the effect of the propeller was to assist a Henry Holland defeating the Marquis of port helm. During the eleven minutes Lorne at North Lambeth; Kennington from the time of starting the Glenfruin the Brixton; Norwool; Wakefield; Greenwich average speed would be about 3 5 and the Oxford City. Liberals have been returned highest rate between four and five knots. at the following places :- Central Finabury. but in and witness said that he should say About amidships on the upper bridge, on the writing was that of the Chief engineer. Is there any rough log kept in the engine room ! There is. I cannot say when the entries were made in the log-book, but suppose it was after the collision. The mate's log-look (D) was also put in.

Is your chief mate still with you!-He is. Did you ever try the experiment how I have never timed it at full speed, but when going slow it takes from two to three ! about 59 revolutions. Could not say how many when going slow. The chief officer

were getting in the shackles or ropes. In all large lines it is the chief officer's duty to Are you competent to take the ship through that fareway without a priot. I should say I am competent. The pilot had a small pullaway boat. The vessel really need not slow down! I did not give orders on Stirnitza. to go allend through the speaking tabe.

3. Such further and other relief as the | was the Camorta going when you noticed her know that the new Jardine's wharf was in | Commission shall proceed to Philippopolis. use. The three whistles blown at No. 5 to establish a Government there. The position were not parting salutes to the final sitting of the Conference takes place Glenogle, which was laying over at the other tu-morrow. The Attorney General-I think you told side of the harbour. I whistled before the St. Petersburg, 21st November. - The me you blow the steam blasts the second Conorta did. The length of the Glenfruin Journal de St. Petersburg publishes an

heard is 280 feet. ahead or astern of the Glenfruin | After | will intervene. Was there my sign then of her decreas- rebounding, the Camorta backed to the

the Glenfruin ?- I did. and 20 feet 4 inches aft. At 7.30 on the How were her engines at the time? - It was about 8 or 9 feet long, wasn't it? statement that the Porte had aummoned

standing about four feet from him. The I went slow shead, the Camorta going asked Mr Francis if his cross-examination

Mr Francis said he expected it would last An adjournment was thereupon made | Servians have retreated to Pirot until to-morrow, at 10.30.

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer Natal arrived here yesterday morning, bringing on the

London, Nov. 24. - The general elections. went slow ahead, with the holm hard-a- side of that fairway. I saw the state of commenced yesterday. The Liberal candistarboard. This carried us into the fairway, the harbour to the westward and as far as I dates for Marthyr Tydvil, Carlisle, and South could see the Cameria could have come up Wolverhampton were elected unopposed. The English University members have been re-elected unopposed.

Lord Randolph Churchill has been elected

ney, Christ-church, and Stockport.

not defeated. Southampton, Wandsworth : Winchester.

The engineer's log-book (E) was here | West Southwark; Bermondsey; White. chapel; Stepney; Poplar; Bow and Bromley; Salisbury; York; Edinburgh Barrow in Furness : Newcastle - under Lyne; Lincoln City; Huddersfield; Dudley; Rochdale: Halifax: Darlington: Middlesborough ; Leicester ; West Bromwich ; and Falmouth Bir Thomas Brassey has been ra elected for Hastings.

WRECK OF THE CITY OF MANCHESTER! London, Nov. 24. - The City of Manchester, homeward bound, has been wrecked off Ushant. The crew and passengers were

THE WAR IN BULGABIA.

Slimitea, 20th November - The Bulgarious yesterday attacked the Servians. who had taken up positions between Blivnits and the Dragoman Pass. After te hours' desperate fighting they succeeded in driving back the Serviens to one of the heights on the left of the Dragonan Pass. The Bulgarians are now masters of the roads. Four hundred Servisus were taken prisoners in vesterday's battle. Nisch, 20th November. The Servian

division along the river Thuck is marching Constanting 20th November. -It is The pilot's bout was on the starboard side. I remarked that Prince Alexander has pro-When we stor of there was nothing in the posed an armistico to King Milate. fairway but a lot of small boats to make us | Constantinopic, 2'th November. - The

Prince Alexander renders that war without Did the Camorta after the collision pass un object; it is believed that the Powers

Sofia: 21st November. Two Survida garians in a sanguinary engagement; the What made you go shead?-To get clear | town is closely throutened. Constantinople, 22nd November. - The Porte has intimated to the Great Powers

> Balgarian territory. Turkish troops are being collected on the frontier. Sofia, 22nd November .- The Bulgarians expelled the Servian troops from the heights above the Dragoman Pass to-day. cupied the Servian positions.

been summoned by the Sultan to evacuate

Constantinople, 23rd November. - The

Belgrade, 24th Novembor, -A Serviau day attacked the Bulgarian entrenched attack was repulsed. The Servian army has retired from Trn and Tsar brod.

Sofia, 24th November. - Prince Alexander entered Tsaribrod to-day. The London, 25th November, -The Times states that King Milan has resolved to abdicate, and that Austria will occupy

Belgrade, 25th Novembor. - King Milan has accepted the proposal of the Powers for an armistice, and has made peace overtures to Prince Alexander, who however, has declined them until the district of Widdin is evacuated and an indemnity

A Servian attack on Widdin to-day was

THE BURMAH WAR Rangoon, Nov. 23.-News has arrived from the frontier to-day by steamer that the expedition reached Sillayynyo, 30 miles below Pagan, on Saturday without opposition. The progress of the flotilla was rerent, one of the flats having capsized while

TTALIAN OFFICERS OF THEEBAW. Two Italian engineers in King Theebaw's service have surrendered on the river. Plans of the forts and the river obstructions found on them demonstrate the Burmese unpreparedness owing to the promptitude of the British advance.

LACK OF INFORMATION. Information regarding the expedition is altogether meagre, owing to the defective telegraphic and postal arrangements. Orders to reconstruct the telegraph line had been carried out up to yesterday only as far as Sinboungweh, but it is expected that Minhla will be reached by to morrow evening. The latter is the only place where Mr Phayre, Deputy Commissioner, in civil chargo, with orders to get Woon and the

ATTITUDE OF THE BURMESE.

Liberals have carried Birmingham and continuo to do so until Mandaliy falls. Witness ;- I said the rate averaged three Portsmouth, and the Conservatives have The Burmese say that if the British having shown how cruel the Burmese. How close did you pass to the stern of Mr Maclean has been elected for Oldham, officials can be to those who help the

Rangoon, Nov. 25.—A letter from a cortend that the Cameria was bound by article starboard under the influence of her port gave him what I thought was time enough Liberals have been elected for North-East then (bult). A large number of wooden the bridge, this is copied on to the slate North, South, and East Bristol; South artillery of the fort consisted of old four-What was the order then 1-Full speed and thence to the mate's log book. On the Hall; Ips- pounders, and some brass two-pounders on

PROGRESS OF THE EXPROTTION. The correspondent writes :- We are now going up the river: the gunboat Irrawaddy first, then the naval brigade, next the howitzer battery, and last the mule batetery, followed by steamers of all sorts with their flats, making a goodly procession. The Dowoon on a trip from Mandalay brought letters from the Burmese authorities asking the reason why the Flotilla Company's steamers had ceased plying:

The progress of the expedition against a strong current is necessarily slow. Leaving Minhia on the 19th, it only advanced twelve miles that day, and twenty-three the next. At this rate, the correspondent did not expect it would reach Mandalay until the 27th or 28th.

HEALTH OF THE TROOPS. A few cases of sunstroke have occurred. THE SCOTS FUSILIERS HAVE A ROUGH

The flying column of the Scots Fusiliers is out after bands of decoits on the frontier. It has been subjected to seventytwo hours of almost incoment rain, without tents and had altogether a rough time of it. The men are in splendid spirits, and

are only anxious to get at the enemy. The main body of the Tounghoo column ing anpplies. - It advanced yesterday, and it is expected will reach Mugyan on Friday. The Governor of Mugyan is believed to be friendly disposed to the English. THE BOUNDARY COMMISSION. Herat. November 2 .- Sir West Ridgeway, who arrived here on the 31st ultimo.

has just completed a most satisfactory inspection of the fortifications. He was raceived with all honors by the Governor. under orders from the Ameer, and the visit passed off most pleasantly. Sir West now proceeds direct to Zulfikar, whither the remainder of the demarcation party is marching from Kuhsan. The bulk of the escort, under Major Meiklejohn, with Mr Merk as Political Officer, returns to India. Captain Cotton with a few rifles is escorting the stores and treasure towards Balkn.

METEOROLOGICAL RECISTER -AT 4 P.M. TO-DAY. Barometer 30.10 Temperature . . .

Humidity Direction of Wind . ENE Force = . Weather

Hongkong Observatory, Dec. 14, 1885.

Insurances.

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Intimations.

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No. 2.-Vol. XIV.

-CONTAINS-

The Danger of Piled-up Eggs. Chinese Roots. Celestial Humour. Babylonian Origin of Chinese Astronomy and Astrology. The Kasba or Great Shrine at Mecca.

Notes and Queries :--Babylonian Astronomy. Date of the Investiture of Cheng, Mencius and the Shi Ki. Solid Foundations.

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Hongkong, November 16, 1885.

Mr. Andrew Wind, NEWS AGENT, &c.

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Intimations.

TTIOTORIA REGATTA THIRTIETH MEETING.

> FRIDAY AND SATURDAY, 18th and 10th December, 1885.

Patron :- H. E. Sir George Ferguson Vice-Patrons:-His Excellency R. Vesey Hamilton, OB., R.N.; His Excellency Major-General Cameron, c.n.; The Ho-nourable Sir George Phillippo, KNT.; Commodore Morant, n. N.

Stewards :- Commander Alleyne, R.N.; Col. Anderson, Northamptonshire Regt.; Col. Crawford, B.A.; W. M. Deane, Esq. Col. Foster, Northamptonshire Regt.; H. Hoppius, Esq.; Hon, W. Keswick; Captain Long, R.N.; A. McIver, Esq.; Captain R. E. Pearson, R.N.; Commander R. M. Rumsey, R.N.; Col. Walker, R.E.; H. E. Wodehouse, Esq.

Committee :- Hon. T. Jackson (Chairman) G. A. Bramwell, Esq., Northamptonshire Regiment; H. R. Coombs, Esq.; D. Gillies, Esq. ; N. G. Mitchell-Innes, Esq.; E. R. Wood, Esq.; G. D. Böning, Esq. ; A. Denison, Esq.; T. Glass, Esq.; J. I. Hughes, Esq. ; F. Kuch, Esq. Hon. Secretary :- J. H. Stewart Lockhart,

Hon. Treasurer :- C. S. Addis, Esq. Judges of the Rowing Races :- R. K. Leigh, Eaq. ; and A. K. Travers, Esq. Impires and Starters:-Rowing, A. P. MacEwen, Esq.; and H. J. H. Tripp, Esq. - Yachts, and Open Sailing Bouls, E. Beart, Esq.; and E. Burnie, Esq.

Friday, 18th December, 1885. 1st RACE .- 12.30 p.m .- JUNIOR SCULLS. For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Prize, 'Brokers' Cup.' Open to any one who has never won a Sculling Race in

China or Japan. 496 2nd RACE.—1 p.m. -For Gres pulled by European Non-Commissioned Officers and Mon of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Oatrigged Boats excluded. 3rd RACE.-1.30 p.m.- CHINESE CUP.

For Four-Oared Canton Cutters. Distance, One Mile. Entrance, 35. 4th Race. -- 2 p.m. -- For Men-of-wall's GIGS AND WHALERS. Distance, One Mile Entrance, S1. First Prize, \$15; Second, \$5. Time allowed for Oars, -8 seconds per Oar. 5th Race, -- 2.30 p.m .- 'VOLUNTEER'S CUP.'

Presented by J. J. Francis, Esq. For Pair Oars. Distance, One Mile. 6th RACE. - 3 p.m. - FOR SAMPENS STEER-ED BY CHINA-WOMEN. Distance, One Milo. Entrance, \$1. First Prize, \$15; Second, 35. Time for Oars, -6 seconds per Oar.

7th RAGE. -3.30 p.m. - AMERICAN CUP. To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10. 8th RAUE. -4 p.m. -FOR MERCHANT VES-SELS' Gros. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars.-6 seconds per

9th Race -4.30 p.m. -The Chairman's Cup. For Four-Oared Canton Cutters. Distance, One-mile-and-a-half. Entrance, \$10. SAILING RACE .- FOR MEN-OF-WAR'H BOATS, any rig. Entrance, \$2. First Prize,

Entranco, \$2. First Prizo, Rates. \$20; Second, \$10.

presented by the Victoria Recreation as well as GENERAL MERCHANDISE.

BECOND DAY.

Saturday, 19th December, 1885. 1st Race. -12.30 P.M. For Gres pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison or by European Members of the Police Force. Distance, One Mile. Entrance, \$1, First Prize, \$15; Second, \$5. Winner of Second Race on as follows :-

D RACE. - 1 P.M. - INTERNATIONAL RACE. CHALLENGE CUP, -For Four-Cared Canton Cutters. Distance, One Mile. This Cup to be wen two consecutive years before being finally held. Entr-

RD RACE. -1.30 P.M. -FOR HOUSE BOATS of Sixth Race on first day excluded. Time for Oars .- 6 second per Oar. 4TH RACE. - 2 P.M. - GERMAN CUP. TO be rowed in Canton Fours. Distance.

One Mile. Entrance, 810. 5TH RACE. -2.30 P.M. FOR MEN-OF-WAR'S Correns. Distance, One Mile, Entrance, 81. First Prize, \$20: Second. \$10. No time allowed for Oars. ... 6TH RACE .- 3 P.M .- ' LADIES' PURSE.'-

For Double Sculls. Distance, One Mile. Entrance, So. 7TH RACE, -3.30 P.M. -TO BE ROWED IN 5. OR 6-OARED ROYAL NAVAL GIGS OR WHALERS, BY OFFICERS OF SDIFS OF WAR IN HARBOUR. Cup presented by the Members of the Hongkong Club. Time for Cars, -6 seconds per Car. STH RACE, -4 P.M. -- MEMBERS' CCP. '-

presented by Members of the Victoria Recreation Club. For Four-Oared Canton Cutters. Distance, One-mileand-a-half. Entrance, \$10. SAILING RACE .- FOR ALL OPEN BOATS,

Chinese excluded. Entrance \$2. First Prize, \$20; Second, \$10. YACHT RACE.-FOR YACHTS UNDER 10 TONS. Entrance, \$5. Time for tonnage. Cup-presented by the Victoria Recreation Club.

N.B.—ENTRIES for races 2, and 6, (First Day); 1, and 3, (Second Day); will close on Tuesday, the 15th December, at 6 p.m. and must be sent in in writing to the Hon. Secretary giving name of boat, colour, number of oars, &c. Post entries allowed for races 4 and 8, (First Day); 5 and 7, (Second Day). Entries for the Yacht Races must be sent to Mr Beart; Entries for the Open Sailing Boats to Mr Burnie on or before Tuesday, the 15th Decem-

KINK CON J. H. STEWART LOCKHART, Hon. Sec. Victoria Recreation Club. Hongkong, December 5, 1884.

FREDERIC ALGAR, COLONIAL, NEWSPAPER & COMMIS-

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STEAM FOR SINGAPORE, PENANG, COLOMBO. ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, MARSEILLES BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALOUTTA, AND AUSTRALIA. N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSIAN. GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

MHE PENINSULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship MALWA, Captain G. W. Arkinson, with Her Majesty's Mails, will be despatched from this for LONDON, vid BOMBAY and SUEZ CANAL, on TUESDAY, the 22nd December, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the ordinary direct

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-MON COMPANY'S Office, Hongitong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

route vid Colombo.

Passengers desirous of insuring their baggage can do so on application at the Company's Office. N.B. This Steamer takes Cargo and Passengers for MARSEILLES.

Hongkong, December 11, 1886

Mails.

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS. NAPLES, MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA; ORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP.

N TUESDAY, the 15th December, 1885, at Noon, the Company's S.S. MELBOURNE, Commandant DE LA MAR-CELLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port or the above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the Activa..... principal places of Europe.

2122 the Agency's Office.)

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX. Hongkong, December 2, 1885.

Ship Company. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

Occidental & Oriental Steam

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS. THE Steamship GAELIC, will be despatched for San Francisco, via

December, at 3 p.m. Connection being made at Yokohama; with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received

at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES, -Passengers, who Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passago Ordors, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from Unina and Japan to

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central C. D. HARMAN.

Hongkong, November 26, 1885. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHENO AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on TUES-DAY, the 29th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and

connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. -RETURN - PASSAGES - Passengers, who Francisco for China or Japan (or vice persa)

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until Wandering Jew 8 o Nichola Amez. sh. 1650 Nov. 30 Captain 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of Company, No. 50A, Queen's Road Centra

Consular Invoices to accompany Cargo

destined to porte beyond San Francisco

take effect from the 20rn Ocroses, 1885. WEEK DAYS. 6. 10 a.m. 7.15 a.m. 6.15 a.m. 7.15 a. 8.00 ,, 8.30 ,, 7.30 ,, 8.00 , 9.00 , 9.00 , 10.15 9.40 , 10.15* , 11.00 , NOON. 0.45* ,, 12.30 P.M. 12.30 P.M. 1.00 P. 12.45 P.M. 1.00 ,, 2.00 11 3.00 ... 4.30 ... 4.60 ... 5.25 ,, 5.10 6.15 6.40 ,,

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable cir-A. MoIVER, Superintendent. cumstances. In case of stress of weather, due notice will be given of any stoppages

Werchant Vessels in Hongkong Barbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. Section.

4. From Harbour Master's to the P. and O. Co.'s Office.

1. From Groon Island to the Gas Works, 5. From P. and O. Co.'s Office to Peddar's Wharf. 2. From Gas Works to Jardine's Wharf 6. From Peddar's Wharf to the Naval Yard. 3. From Jardine's Wharf to the Harbour Master's Office. 7. From Naval Yard to Blue Buildings

8. From Blue Buildings to East Point.

lag and Rig. Tons. Date of Vessel's Name. Captain. Destination. onsignees or Agents. Remarks. Steamore. c Christianson ... Ger. 380 Dec. str. 12 Eduard Schellhass & Co. 245 Dec. Btr. 11 Arnhold, Karberg & Co. Haiphong To-merrow 6 Adamson, Bell & Co. 1439 Dec. str. 1525 Dec. Ajax 5 o Riley Brit. 14 Butterfield & Swire London, do. To-morrow p.m., Specie and Parcels until 3 p.m. on Amoy 4 c Koehler Brit. Shanghai, &c. To-morrow the 14th December, 1885. (Parcels are not Angers 5 c Pinkham....... Brit. str. 2077 Nov. 12 Adamson, Bell & Co. to be sent on board; they must be left at Anjer Head 8 c Macey Brit. str. 1299 Nov. 23 Melchers & Co. 4 C Schaeler Ger. str. ... Oreille...... Dutch str. 1482 Oct. 10 Russell & Co. China 3 c Hays Ger. str. 1093 Dec. Cicero 3 c George Brit. str. 1030 Dec. 13 Arnhold, Karberg & Co. 12 A. R. Marty 816 Dec. str. 12 Wieler & Co. Douglas ö h Young Brit str. Etns Ger str. 982 Dec. str. 1472 Euphrates4 c Mitchell Brit. Gaelic Brit. str. 2690 Y'hama & San B'cisco 19th inst. Galveston 3 h Chater Brit. str. 1301 Dec. Hoihow, &c. WOTIOM-O. str. 1201 Dec. 2 Douglas Steamship Co. Haiphong 5 h Ashton Brit. str. 1123 Dec. 11 Douglas Steamship Co. Coast Ports To-morrow Harter 5 c Grandin Brit str. 1193 Dec. Hever 4 c Dethlefsen Ger. Deo. 13 Eduard Schellhass & Co. 9 Eduard Schellhass & Co. Independent 5 c Hasenwinkel ... Ger. Melchers & Co. To-day Iolani 3 c Allason Brit. str. lo Gibb. Livingston & Co. 5 h Gardner Brit str. 1865 Dec. 7 David Sassoon. Sons & Co. 19th inst. Yokohama, on SATURDAY, the 19th Kwong Wai 4 c Lawson Chi. tran. 16th mst. Laju 5 c Mann Brit. str. 1309 Dec. To-morrow Brit. str. 1035 Dec. Marcia 4 c Mitchell Brit. str. 1060 Dec. Melbourns c Maralle Fch. str. 2482 Dec. 12 Messageries Maritim To-morrow Swatow & Bangkok 16th inst-7 Yuen Fat Hong Moray 5 c Duncan Brit str. Shanghei To-day Plainmeller 5 c Rowe Brit. str. 1196 To-morrow To-morrow 7 A. R. Marty To-morrow Taiwan 5 c Clegg Brit. str. 1109 Dec. Tritos 2 c Bleichen Ger. str. 1400 Dec. 6 Ed. Schellhass & Co. Venico 5 c Peters Brit str. 1275 Dec 1 Gibb. Livingston & Co. o-morrow Vespasian 3 e Alexander Brit. str. 792 Nov. Vorwearts 3 c Bruhn Ger, str. 612 Nov. Woosung 3 c Arthur Brit, str. 1109 Dec. Yung Ching 3 c Lincoln Chi. str. 761 Dec. Sailing Vennels Alden Besse 3 cO'Brien Amer bge. Anglo Indian 3 c Richter Brit boe. 8 c Kroncke Ger. bge. .3 k Green Brit. bge. 977 Oct. 4 Melchers & Co. Centennial 8 c Bearse Amer. bqs. 1222 Oct. Philippines Ger. bge Dartmouth...... 4 e Flinton Brit. bge. 915 Oct. Duke of Abercorn..... 8 c Binnie...... Brit. sh. 1050 Oct. 80 Borneo Co., Limited Elise 8 h Rowehl Ger. ab. 1348 Nov. 8 Arnhold, Karberg & Co. Emily Brit. bg. 296 Nov. 12 Wieler & Co. Emily F. Whitney ... 8 c Rollins Amer. ah. 1240 Oct. 8 Gibb, Livingston & Co. Felox Russ. bge. Franklin 8 o Juan Antola ... Hon, sch. 177 Nov. 5 Tai Chung Friederich 3 c Spiesen Ger. bge. Galveston 3 c Stunkel Ger. bqe. General Berthaut 3 c Croix Fcb. bce. 8 Carlowitz & Co. London, &c George 8 c Grant Brit. bqe. San Francisco Great Admiral 8 c Thompson Amer. sh. 1496 Oct. Guiding Star 3 c Schnitger Brit. bqe. 312 Nov. 28 Eduard Schellhass & Co. Harmonia 7 c Kassebohm Ger. sh. 1454 Dec. Helicon 4 k Howes Amer. sh. 1139 Dec. Highlander 4 k Bachelder Amer. sh. 1290 May 19 Russell & Co. portation to Yokohama and other Japan Issac Reed 8 c Colley Amer. ah. 1488 Oct. J. B. Newcomb Brit, bqe. 890 Nov. 21 Carlowitz & Co. John Potts 3 o Vogt Brit. bqe. 758 Nov. 21 Siemasen & Co. Kepler....... 8 c Oetken Ger. bqe. Philippires Lady Harewood 3 e Williams Brit. bqe. Lottie Fairfield 8 h Bingay Brit. sch. 164 Nov. 18 Siemssen & Co. Lucia Crowley Brit. bqe. K'loon Dock Lucile 8 c Lawrence Amer. sh. 28 Melchers & Co. Mercur 3 c Dick Brit. bgte. 249 Nov. 29 Order Mohawk 5 c Croslande Brit. bqe. 1338 Nov. 30 Douglas Steamship Co. Victoria, B.C. Ab deen Dock N. Gibson 8 c Bailey Amer. bge. within six months, will be allowed a discount Oberon 3 c Farrell Brit. ah. 7 Eduard Schollhass & Co. within one year, an allowance of 10 % will Palmyra 8 c Minott Amer. sh. 1299 Oct. San Francisco be made from Return Fare, Pre-Paid Re- Richard Parsons Therndike Amer. sh. 1116 Oct. Coe tan Dock South America 4 c Fowl Amer. sh. 1691 Sept. 18 Russell & Co. New York will be issued at a Discount of 25 % from

Her Britannic Majesty's Ships in the China Squadron.

Villa de Rivadavia ... 4 k M. de Camus... Span. bg. 274 Nov. 19 Brandso & Co.

Wallace 8 c Smith Brit. bqe. 1583 Dec. 8 Butterfield & Swire

New York

and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central,							
C. D. HARMAN, Agent.	Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	17/here at
Hongkong, December 9, 1885. 2145				2.3340	Santa da		agrava siisa tee ga gaataa ga ga saa. Ba baa as saanaa aa ga ee aa ah ah ah ah
	Agamemnon	d. s. turret ironclad	B510	6	6360	Captain Samuel Long	Hongkong
WINTER TIME TABLE.	Albatross	composite screw sloop	940-	4-	840	Commander Chas, Hicks	Port Hamilton
	Audacious*	double-screw iron frigate	6010	14	4330	Captain Hugo L. Pearson	Hongkong
THE KOWLOON FERRY.	Champion	corvette	2380	74	2340	Captain A. P. Powlett	Nagazaki
	Cleopatra	corvette	2380	14	2610	Act Captain A. Schomberg	Yokohama
STEAM-LAUNCH	Cockehafer	gunboat	465	4	470	LieutCom. H. H. Botaler	Port Hamilton
MORNING STAR	.Curação	corvette	2383	14	2540	Captain J. G. J. Hanmer	Nagasaki
Runs Daily as a FERRY Boar between	Daring	composite sloop	940	4	920	Commander Davis	Hongkong
eddar's Wharf and Tsim-Tsa-Tsni at the	Eak	double-scrow gunboat	360	3	340		In reservo
llowing hours:—This Time Table will	Espoir	gunboat	430	4	455	Lieut, Com. H. R. Adams	Canton
ake effect from the 20th October, 1885.	Firebrand	gunboat	450	4		Lient-Com. D. L. Dickson	Foochow
WEEK DAYS. SUNDAYS.	Flying Fish	aloop	940	4	840	Captain J. P. Maclear	Manila
ains Kloon, Leaves M.K. Leaves Kloon, Leaves H.K.	Linnet	double-screw gun-vessel .	767	5	1050	Commander Geo. W. Hill	Hongkong
i. 10 a.m. 7.15 a.m. 6.15 a.m. 7.15 a.m.	Morlin	gunboat	430	4	430	Lieut. Com. W. M. Maturin	Singapore
3.00 ,, 8.30 ,, 7.30 ,, 8.00 ,,	Midge	double-screw gun-vessel	465	4	470	Commander Hotham	Hongkong
3.50 ,, 9.00 ,, 9.00 ,, 10.15 ,,	Pegasus	composite screw sloop	1130	6	970	Commander H. T Grenfell	Yokohama
0.40 ,, 10.15* ,, 11.00 ,, NOOR.	Rambler	aloop	830			Commander W. U. Moore	Hongkong
1.45*, 12.30 p.m. 12.30 p.m. 1.00 p.m.	Sapphire	corvette	1370	12	2360	Captain R. G. Kinahan	Singapore
1.45 P.M. 1.00 ,, 1.30 ,, 2.00 ,,	Swift	double-screw gun-vessel	794	- 5	1010	Commander A. O. B. Bromley	Shanghai
1.30 , 2.00 , 2.30 , 3.00 ,	Tweed	double-screw gunboat	860	8	340		In reserve
1.20 , 3.00 , 3.30 , 4.00 ,	Victor Emerical	receiving ship	3087	20		Commodore Morant	Hongtong
3.30 ,, 4.00 ,, 4.15 ,, 4.30 ,,	Vigilant	paddle despatch-vessel	835	2	1230	LieutCom. Farquhar	Hongkong
1.15 4.50 4.60 5.10	Wanderer	gunboat	925	4	750	Captain Orford Churchill	Hunkow
4.60 . 5.10 . 5.25 . 5.45	Wivern	turret-ship	1800	4	1450		In reserve
5.25 ,, 5.40 ,, 6.15 ,, 6.40 ,,	Zephyr		430	4	530	Lieut. Com. Chas. K. Hope	Trantain .

For H. B. M. Ships' tourage, displacements and effective horse powers are given according to H. M. Navy list.

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